Grand Prix

INTERNATIONAL

SAN MARINO

FERRARI'S BITTER VICTORY

CASABLANCA: F1'S FUTURE

BOYCOTT: BOTH SIDES EXPLAIN

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Grand Prix international

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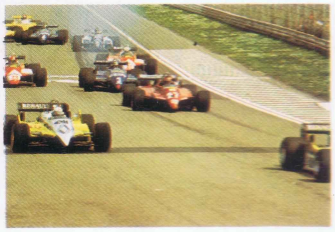

Boycotted by most of the FOCA teams, it was not promising. But the fight between Renault and Ferrari, then to the delight of the tifosi, between the two red cars, made it quite a day. Not forgetting Michele Alboreto's charge...

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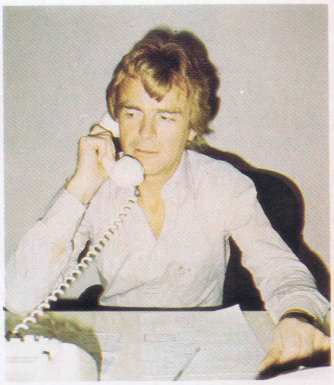

GPI investigates in depth the problems which led to the Imola boycott. Jeff Hutchinson hears from the "legalists", Mike Doodson from FOCA, and Heinz Pruller reports Niki Lauda's cool appraisal—and his plea to "Save the Sport".

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The paddock in Imola

NO JAMS FOR GILLES

Gilles Villeneuve did not have to worry about the usual heavy traffic problems getting into the Imola track instead, he made the daily trip to the track in his latest acquisition, a new Agusta helicopter.
"I got a good deal", he said, which he would need to have done, for the beautiful-looking machine features retractable undercarriage, autopilot and is fully equipped for IFR flying. Gilles passed his IFR rating during the winter months back home in Canada.
He soon plans to have colour radar added to it and will be flying himself and his wife Joanne to all the European events this year, at speeds of up to 160 knots and up to 16,000 feet high.

LAMMERS RETURNS?

Jan Lammers, the likeable Dutchman who was in Imola for the R5 Turbo race, has confirmed that he hopes to be back in Grand Prix racing in Zolder at the wheel of the Theodore.
"I should be testing the car at Snetterton on Tuesday", confirmed Lammers. "I have a lot of small sponsors all over my overalls who pay me on an instalment basis every couple of months. As soon as I heard there was a chance to drive in F1 again I rang them all up and told them the situation and that I would need the complete money from them in the next 24 hours. They all paid me, so I have now sent the money over to Theodore for the first race".

TURBO TEAMS TALK

On the Thursday before the San Marino race, representatives of Renault, Ferrari, Alfa Romeo, BMW, Brian Hart, Toleman, Osella and Porsche met in Imola to discuss the possible repercussions which Jean-Marie Balestre's "Casablanca programme" might have upon their futures. They felt it was time to make their feelings known should the Balestre proposals be accepted.
The conclusions of the meeting, signed by all the parties, were released to the Press the following day.
"It is clear that M. Balestre intends to upset the current stability in F1 and to forget about the Concorde agreement signed by everybody in F1, 13 months ago, to stop just this kind of problem".
They also claim that Balestre's proposals would clearly "sterilise" F1's technical future and fundamental research, penalising the chances of all the turbo engines.
His clear-cut anti-turbo campaign has been thinly disguised under the pretext of being a safety measure which is both technically inconsistent and morally wrong.
Should Balestre go through with his proposals (which would damage both the considerable financial and technical investments of the companies involved), they would not hesitate to take whatever action they could to prevent any changes to the stability rule. They would also have to reconsider their position regarding their involvement in all levels of the sport.
In addition to their own statement, Renault distributed a copy of telex sent to them by Honda, confirming the Japanese manufacturer's wish for stability in the regulations.

KEEGAN KEEN AGAIN

After his disappointing weekend at Monza with the new Lola sports car one week before Imola, former surtees F1 driver Rupert Keegan stayed on in Italy, and "I found a new sponsor willing to back me in Formula One. I cannot say any more now, but I am talking with a team and things are looking good", said Rupert, who was often seen around the Toleman garage throughout the weekend.

DAVID BEATS GOLIATH

Since the creation of the San Marino Grand Prix there has always been a disagreeable atmosphere in pit lane. The reason is that a horde of bodybuilders with fascist tendencies have been given a delicate job: marshalling the area.
The multiple incidents of the previous races at Imola occurred again, many journalists running afoul of these he-men, reindered apoplectic by a stare, or a foot placed accidentally over a yellow line. Friday afternoon, after three of our colleagues were roughed up for having wanted to photograph a worn-out qualifying tyre on Villeneuve's Ferrari, the miniscule Italian journalist Franco Bonaventura was manhandled violently for a minor «error». Eschewing half measures, he collapsed, miming being badly injured. Acting perfectly, he convinced a doctor and was carried away with great care on a stretcher. He «recovered» quickly, but alerted by his demonstrations and a symbolic barricade at the exit of pit lane by a large number of journalists, the organisers ordered the bodybuilding brigade to go home and stay here.

THE STRANGE CASE OF LIGIER

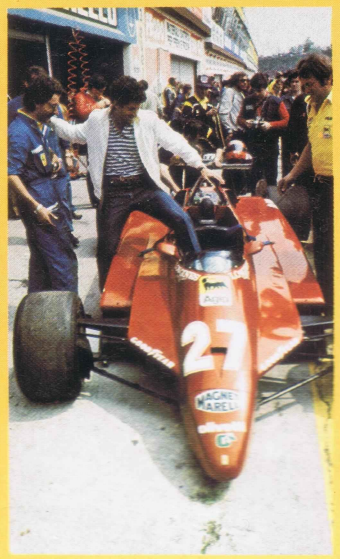
The withdrawal of Talbot-Ligier; announced less than two days before the first day of practice, left a curious impression in the excited little F1 world. Officially justified by *«technical problems which delayed the construction of the new JS19»* into which *«all the technical and human potential is henceforth concentrated»*, the decision to pass up the San Marino Grand Prix surprised many people.
Among them were Eddie Cheever, who arrived Thursday afternoon at the Bologna Novotel without having been informed, and the team's motorhome crew who had already set up at the circuit, only to leave it again thursday midday.
The only representative of the French constructor present at Imola was Jean-Pierre Aujolet of Gitanes, with a delicate mission he most likely would have been delighted to avoid: to try to make credible to the media an over-late and «original» justification, made public almost the same moment as the boycott by the British FOCA teams.

JODY'S JOKE

Jody Scheckter came to Imola over the weekend after being invited to speak for an Italian TV channel. One of his first stops

was, of course, to the Ferrari pit. When Gilles Villeneuve was waiting to go out for the Saturday morning practice Jody jumped into the driving seat of the number 27 Ferrari. His gesture to the mechanics to fire it up, just for a joke, started a whole host of "comeback" rumours circulating through the Italian press.

Jody has confirmed that he has been approached by Williams to drive Frank's new FW08, "but we never really talked seriously about it, and when I see what's going on now, I am glad I am not driving any more".



CONGRATULATIONS DIDIER

On wednesday, April 14, Mademoiselle Catherine Bleynie became Madame Pironi. After their wedding, Catherine and Didier held the wedding banquet at the restaurant of Michel Guerard, one of France's premier chefs, at Eugenie les Bains near Nogaro. Among the guests were Jose Dolhem, Jean-Louis Schlesser and Nelly Arnoux, whose husband was unable to attend because Renault had some testing programmed. F1 is a tough profession...

CHAMPION'S TWO HUNDREDTH

Didier Pironi's win in Imola was an historic one for Champion spark plugs making it their 200th Grand Prix victory. Next issue we take a closer look at Champion's racing division with competition director, John Glover.

ENOUGH IS ENOUGH

As a method of resolving problems, I have never been an advocate of strikes, boycotts or similar actions. Advantages won by such means in the short term often prove, in the long term, to be destructive.

At Kyalami early last year, when FOCA alone turned up to race in the 1981 South African GP, I applauded. Now, 13 months later, FOCA's boycott of the San Marino GP serves only to damage their case. If you're involved in the F1 game, it would seem logical to play in accordance with the existing rules and to do the best job possible under the circumstances. If you're not willing to do that, my advice is to get out and do something else instead.

Last year at Kyalami FOCA made the best of a bad job, providing a spectacle which the local fans have only one chance per year to see. As a race it was almost as enjoyable as it would have been with all the teams.

At Imola last week, the seven teams which took part accepted their responsibility in similar fashion. They deserve equal applause for having done so. After all, the principles are the same now as they were 13 months ago, even if the issues have changed. Nothing constructive can come out of FOCA's boycott, which (as at Kyalami) only went to prove that racing can go on happily without the dissident teams. It may not have been as interesting a race as there would have been with a full 26-car field, but it was equally well received by the public who paid to watch it.

Had the FOCA teams wanted to prove their point over the weight rule, they should have done so by coming to Imola, not by sitting around a conference table or by resorting to a court of law. The Tyrrell which Michele Alboreto drove to 3rd place at Imola weighed in afterwards very close to the weight of the two winning Ferraris. The British car certainly did not look any less competitive than it had been at any of this year's other GPs, despite the arguments to the contrary raised by Ken Tyrrell himself. And at 5 o'clock on Sunday afternoon Mr Tyrrell didn't look as poker-faced as he had been earlier in the week...

A glance at the lap times being set by Alboreto indicate that he was holding his own with the leaders quite respectably at the beginning of the race. He only dropped back in the final stages when to have gone faster would have prejudiced his 3rd place. Even so, his average lap time deficit over the red turbocars was about one second per lap, much as it has been in the past three GPs.

The difference between the Ferraris and British cars like the Brabham and the Williams would surely have been considerably less than that. They would have been able to take good points, may be even to have won, after 60 laps. End of argument!

So, gentlemen of FOCA, stop complaining right now and start racing before Ferrari improves that chassis which, you say, is much worse than yours. It could soon establish a superiority like the Lotus 79 did, back in 1978. Remember?

At the same time, gentlemen, how about dismissing those tedious bull-stirring politicians on all sides of the turbo argument? Let the designers sit down together to formulate the sensible new rules which Grand Prix racing requires. It is they who are more likely to give us a rule book which works... and which can't be interfered with.

Jeff Hutchinson

GOODYEAR
GOODYEAR

AFTER YOU, DIDIER

Gilles Villeneuve wore a long face on the podium of the Grand Prix of San Marino when he felt that *his* race had been stolen by his team-mate Didier Pironi.

By Jeff Hutchinson.

FOR the huge crowd gathered at Imola there didn't need to be any more than the front two rows of the grid as the Italian *tifosi* cheered wildly at every change of fortune that took place in the stirring battle between the Ferrari and Renault teams in the opening laps of the race.

"I was quicker through most of the corners and could still hold my own even-though my engine was not working well at high revs on the straight and I was having a little trouble with the brakes", said Arnoux, who soon became the only threat to a Ferrari win when his team-mate Prost fell out soon after the start with a sick engine.

"The two Ferraris were tripping each other up behind me and that helped a bit, but then my engine went and that was that", added René at the end of another luckless Grand Prix.

From that point on, with a 45 second advantage over the next car, things should have been all plain sailing for the Ferrari team; but as the angry look on Gilles Villeneuve's face showed as he waited on the podium for his team-mate Didier Pironi to join him from his lap of honour—which the Canadian refused to make—that was clearly not the case.

The crowd might have been happy, but Gilles most definitely was not, sticking one finger up to somebody in the crowd and his face staying tight-lipped and serious throughout the long wait.

When Didier finally joined him therewere no handshakes, hardly a smile from the Frenchman either, Gilles' expression only softening for an instant as the crowd

→

cheered him more loudly and warmly as he was presented with the second place trophy than they had Pironi for the win. Once the cups had been presented, Gilles was gone. Back to the motor home to change, answer a few journalists and then head off to his helicopter and home, still not having spoken a word to Pironi.

What had been *"a bit of fun at the start of the race"* turned out to be a bitter fight at the end of the race when Pironi *"passed me and almost hit me. I wasn't even looking in my mirrors, I didn't think I had to. Drivers from the same team are not supposed to fight between each other. I couldn't believe it .*

"I first started to slow a bit when I saw smoke coming from Arnoux. When I slowed, Pironi overtook me, so I overtook him. The only sign we got from the pits was a 'slow' sign with about 8 laps to go. I was worried about the fuel because I knew we would be close to the limit. I went ahead on lap 59 and then slowed down on the last lap. He came at me like a bullet and went around the outside of the turn. After that I had no chance to get by", said Gilles.

For Didier, happy with his first win for the Ferrari team and the second of his career after almost a two year break, there were no feelings of guilt.

"I have not spoken to Gilles, but I did not feel I did anything abnormal. I was not agressive towards him and the situation is a little exaggerated. I don't understand Gilles, for me it was a normal race".

When he finally took Gilles down the straight and through the kink before the tight Tosa left-hander he was running so slowly that Didier had thought perhaps he was in trouble.

"He had been lifting his foot on the straight the lap before and I stayed behind him, but if you lift your foot going fast like that it causes a high back-pressure in the engine and you can damage a piston. I was afraid of that and Gilles was going so slow I thought that might have happened to him, so I overtook. The team have not said anything against my win and had they wanted Gilles to win they would have hung out a sign".

Could this mean a future problem between the two Ferrari drivers? *"No, I don't think so. Our team is directed in an intelligent way. When the orders are clear and precise there will be no problems".*

But what it does certainly mean from now on is that Gilles will give his team-mate no room to do the same thing again, just as happened between Jones and Reutemann in Brazil last year, although Reutemann had blatantly ignored signs telling him to take second place.

What happened in Imola might well have been a genuine misunderstanding. Holding out a sign telling both drivers to slow when they were both hungry for the win and have been changing places for the previous 50 laps hardly helped clarify the situation for either of them, for Gilles had also overtaken Didier when the slow sign was being shown to them a few laps from the end.

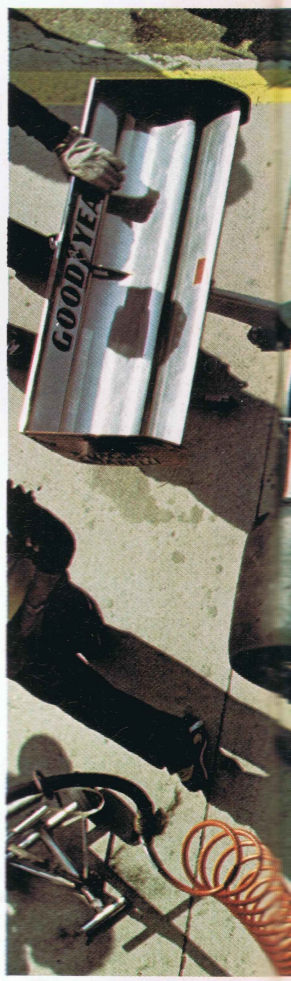
While Gilles might not have been happy after the race, the faces of the spectators around the winners rostrum and up in the grandstands could not have been more delighted. Not only had their beloved Ferraris taken the first two places, but they had raced each other all the way to the bitter end finishing almost nose to tail as they flashed across the line, paper "confetti" raining down from the spectator rooms above the Ferrari pit and on to the heads of the delighted mechanics.

Even back at the Elf motor home, where there was little to celebrate, it was almost as if their own cars had won the race as everybody spoke excitedly about the thrilling television the lead battle had produced, even though there had been little else to show as the rest of the thin field struggled home laps apart.

It must have also given the FOCA men, watching the race from their armchairs back in England, second thoughts about the wisdom of their decision ot boycott this race.

If the good racing was not enough to add salt to their wounds, they got to see the Tyrrell, black sheep of their 'family', pick up a well deserved third place, moving Michele Alboreto up to joint third place in the points standings. His car weighed in, without anything added, at 589.5 kilos at the end of the race—two kilos heavier than that of Villeneuve's Ferrari and only a minute and 7 seconds behind at the finish!

Where then would that have put the Brabhams, Williams and McLarens? Certainly a lot better off than they were, sitting in England or testing in Ricard. □



Pironi's honeymoon was spent at Imola, but certainly he and his new wife Catherine had no regrets by Sunday afternoon.

There were smiles from Catherine Pironi as she waited to catch a glimpse of Didier, but no smiles from Gilles Villeneuve as he waited for Pironi to return from his lap of honour, which Gilles would not take.

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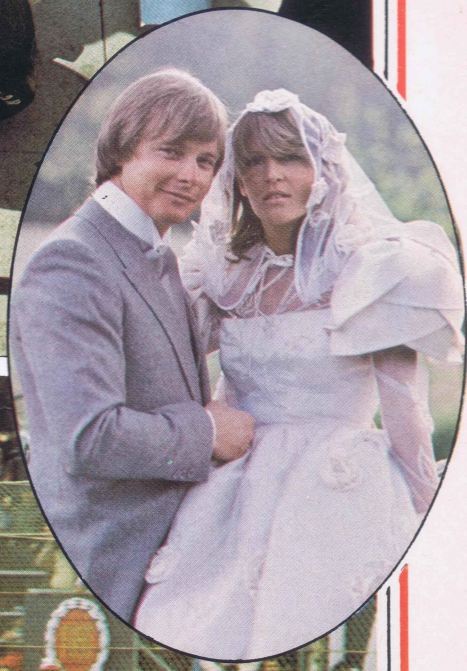
MAGNETI MARELLI



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EXTRA, EXTRA

FRANK: IT'S LIGHT AND IT'S LEGAL

THE scene: Tuesday morning at the advanced moving-floor wind tunnel at the Didcot premises of Williams Grand Prix (Engineering) Limited. On the scales: the latest Williams FW08 Grand Prix car which should have raced at Imola two days earlier.

Frank Williams greets selected members of the Press and invites them to check the weight of the car. Well, we can't tell you exactly what it was (because this issue of GPI went to press on Monday), although you can be sure that FW08, with oil and water radiators full, but without fuel, was under the 580 kg weight limit set by the current rules.

"It's our way to show that we don't think we've got anything to hide", insists Frank. "In spite of everything that's happened over the past ten days we are still convinced that the rules allow us to make up the weight with the water in our brake cooling system. We'll fight this principle through to the end".

Something which makes "08" unusual is that unlike some of its rivals it doesn't use rare, expensive materials. "Look as closely as you like", says Frank, "but you won't find an ounce of carbon fibre or titanium in the chassis. Yet it's the strongest Williams we've ever built".

An interesting point about the FW08 is its short, wide stubbiness. Originally designed to accept an extra two pairs of wheels at the back (for the now-banned Williams six-wheeler), wind tunnel tests with it in four-wheel guise showed that it had very effective aerodynamics.

How effective? Well, according to Williams sources, Keke Rosberg has already lapped Dijon faster on hard rubber than the Renaults did on qualifying tyres. And at Zolder, despite an 11 km/h handicap on top speed in comparison with the latest Brabham-BMW turbocar, it had a whopping 1.2 second advantage on lap times.

If this sort of form is repeated at FW08's first race (Zolder, May 9, where two are entered for Rosberg and new Williams recruit Derek Daly), it seems that the "legalist" teams will be filling out their protest forms. Meanwhile, watch out for a new generation of short, stubby Formula 1 cars...

MD

ARNOUX: BACK TO FORM

Rene Arnoux's two days of qualifying, ending in a superb pole position, were far from trouble-free. Let down by his clutch Friday morning, Rene was quickly stopped out on the track in the afternoon when his engine failed. His teammate Alain Prost having also had turbo trouble in the new car he was given for this race, both men qualified on the T-car. Alain went out first, took a provisional pole time and was so delighted by the handling of the T-car that he decided to keep it for the rest of the weekend. When Rene got behind the wheel, however, he found that the engine was rapidly going down on power. He could only do four laps, setting fourth best time, behind the Ferraris.

But the next day he had the opportunity to take pole position and he did so in the style of his great performances, attacking everywhere, his head leaning well over when everything was going right. His turbo engine sounding like cannonfire, he lapped in 1'29"765, the only lap under 1'30, leaving the competition gasping.

The warm-up confirmed his ambitions and Rene made an impeccable start, while Prost had to let the Ferrari go. Leading for the first 26 laps, the Renault, shadowed by Villeneuve and Pironi, had to let the Canadian through to lead for four laps before fighting back into the lead—Gilles, his great rival and friend, had bested him unexpectedly and un-

doubtedly under braking. Once back in the lead, repulsing attack after attack, Arnoux managed to keep a few precious yards in the lead. He drove superbly and his accurate lines through the apex of the corners contrasted with the more erratic handling of the Ferraris, showing he had the situation well in hand.

But 15 laps from the flag came the sudden, brutal, end of his race. Something broke in the engine and hot oil sprayed the exhaust pipes, flaming spectacularly. Bitter about yet another piece of bad luck, Rene was none the less reassured about the future. *"It was relatively easy for me to stay in front of the Ferraris because I was faster through most of the curves. They caught up with me slightly on the straights and my engine had slightly less power for acceleration from the 20th lap. My brakes were also somewhat on the limit, but the battle between Gilles and Didier helped me—they slipped back".*

Would he have won?: *"Sincerely, I think so, I would have been able to keep my lead right to the end".*

And for the third successive time, reasons for which he was in no way resposible prevented him from finishing a Grand Prix. That is why, convinced that his talent is undiminished, he has not lost confidence.

HENTON: ALL FOR NOTHING

AS Slim Borgudd had not completed paying for his previous renta-drives, Ken Tyrrell called on Brian Henton to back up Michele Alboreto at Imola. It was doubly interesting for the British driver: Marc Surer, whom he replaced at Arrows since the start of the season, is now almost completely recovered from his testing accident at Kyalami and will soon be back in his car; and furthermore, driving for Jackie Oliver's team in the San Marino Grand Prix meant in effect being laid off.

In his first day in a car he had never driven before, Brian was somewhat disconcerted by the Goodyear tyres: *"These crossply tyres are much more comfortable in the straight, but acceleration out of corners seems to me to be inferior to the Pirelli radials I am accustomed to with Arrows. You have to put your foot in more progressively".*

Henton ended the first qualifying session in tenth place, more than 1.6 seconds behind his teammate Alboreto. As well as his problems adapting to new tyres, his Tyrrell 011 was a little tired and slower than the new chassis used by Michele. A few kilos extra weight and a different type of brake system made part of the difference.

Under a second faster in the last session, Henton improved less than his competitors and thus found himself on 11th place on the grid, between Teo Fabi's Toleman-Hart and the ATS of Manfred Winkelhock. It was a normal enough position for the second Tyrrell, but in comparison with the impressive time set by Alboreto, on the inside of the third row just behind the four turbo cars and in front of the two Alfa Romeos, Brian was a little unhappy: the gap between the two Tyrrells was now more than 2 seconds.

Hope returned during the morning warm-up. In racing conditions, the two drivers were practically equal. So Henton was confident, but when the green light came on, his hopes evaporated:

"Something broke in the transmission, I don't know exactly what. Perhaps the planetary gears in the diff or something in the clutch". Getting away slowly, the Tyrrell covered a few hundred yards before grinding to a halt on the track.

RENAULT
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THE RACE

There were plenty of spectators for just 13 cars which started the race, but they were not disappointed. Only 7 were left at the finish, but with a Ferrari one-two, fighting each other to the end, the *tifosi* got a race they will talk about for a long time to come. So will Gilles Villeneuve, after Didier Pironi took victory from his team mate on the very last lap.

WITH the two Renaults having outpaced the two Ferraris from the beginning of qualifying, it seemed logical for the race to favour the French turbocars. However, although Prost appeared to be quietly confident, having decided to concentrate on the T-car because of the poor handling of the new monocoque which he'd been given, he was distinctly worried. His engine had shown signs of overheating in the Sunday warm-up and a new one was fitted in double-quick time.

Thus René started the San Marino GP with an engine that was an unknown quantity. Not that it prevented him from leaping into an immediate lead, closely pursued by the two Ferraris, glued to his gearbox and ready to take advantage of any slip-ups. Prost was unable to join in, shortly to be overwhelmed by Alboreto's Tyrrell. The reason for the Renault's poor performance was a down-on-power engine, soon to expire and send Prost to the pits for good.

Meanwhile Arnoux kept the Régie's colours flying by holding off the Ferraris, despite some clean passing attempts from Villeneuve. Gilles then locked up a front left tyre when braking too late at the chicane, which forced him to cool off for an instant. But he was soon back in attacking mood and had found a way past René on lap 27.

Pironi, unable to get the better of his team mate at the beginning, although he has occasionally slipped through to 2nd place, now held a still-close 3rd. There was no let-up as this terrific three-sided battle took on a new complexion five laps later as Arnoux managed to sneak back into the lead.

From then onwards Arnoux managed to scratch out a few yards' advantage until suddenly, on lap 44, with smoke already scudding from the yellow turbocar's rear, Villeneuve dodged out of the slipstream leaving the chicane and went into 1st place.

The reason became even more obvious as the Renault's engine started to spit a steady stream of white smoke which quickly turned into a full scale turbo fire. The Frenchman was understandably disenchanted: once again he was not to see his qualifying speed rewarded in the race: *"It was no trouble holding off the Ferraris, the car was running beautifully in spite of a small power loss after about lap 20".*

So now there was no one to match the Ferraris, for the valiant Alboreto's Tyrrell trailed by 45 seconds: it was the only car still on the same lap. All the signs were that the real race was now over, and that the Scuderia Ferrari would instruct its drivers to hold station in the interest of a popular 1-2 result.

That's what Villeneuve and Pironi also expected. But after they'd waited in vain a couple of laps for the decisive pit signal they set-to furiously in order to be sure of being ahead when the signal eventually came out.

So it was that the Canadian and the Frenchman outbraked each other time after

1. Rene Arnoux had pole position and made a perfect start to lead into the vital first corner. Photo: B. Asset.

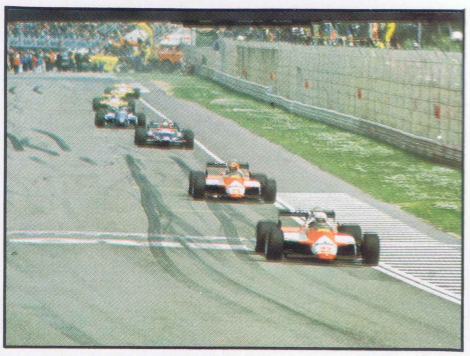
2. Didier Pioni was squeezed to the outside line in the scramble between the leading turbos. Photo: DPPI.

3. The Renaults are away and the Ferrari follow. They are on their home track in front of their ardent fans. Photo: D. Winter.

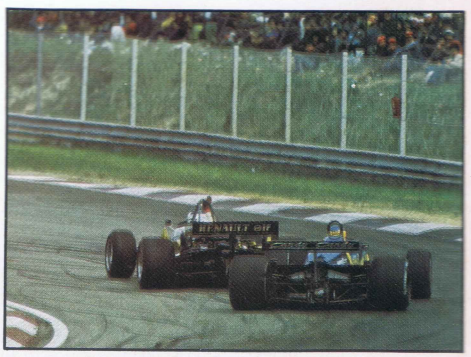
4. And the rest of the small field follow with Michele Alboreto and the Alfas the leading contender for non-turbo points. Photo: D. Winter.

5. The dramatic uphill sweep of the Imola circuit sends the cars to the skyline righthander curve. Photo: D. Winter.

6. Arnoux, in top form, was in the lead for all but four of the first 44 laps. Photo: B. Asset.

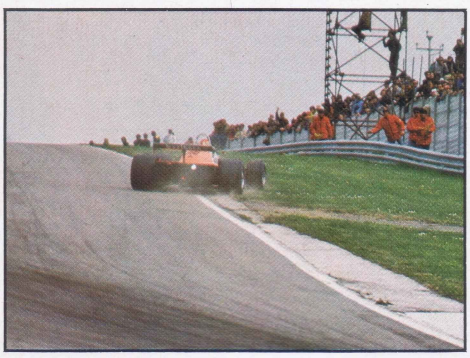


7. The Alfa Romeos lead the conventional cars—except for the remarkable Tyrrell of Michele Alboreto. Photo: B. Asset.



8. Alain Prost's arm is raised and his race is over, with the same piston trouble that affected both Renaults this weekend. Photo: DPPI.

9. Arnoux makes sure Winkelhock is well out of the way as he leads Villeneuve around the ATS. Photo: DPPI.

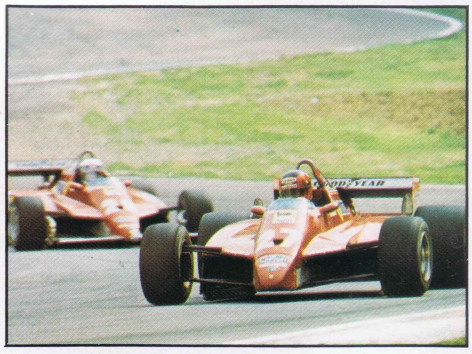


10. The end of Bruno's Giacomelli's race—the Alfa engine blew.

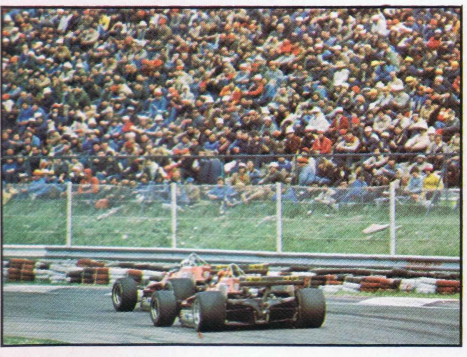
11. No respite. Villeneuve pushed Arnoux all the way, often just inches from his gearbox. Photo: B. Asset.

12. Teo Fabi and Manfred Winkelhock scrapping—and someone just kicked up a big cloud of dust going off the line. Photo: B. Asset.

13. Arnoux's car burst into flames as the engine broke and hot oil sprayed on the exhaust pipes. Photo: B Asset.



14. Then it was Villeneuve versus Pironi with no quarter given and no firm team instructions. Photo: B. Asset.



15. On the last lap, Pironi got ahead and held off Gilles to the flag... Photo: D. Winter.

16. Didier sprays the Moêt for his first Ferrari victory, and in the Ferrari autodrome, Villeneuve's face reflects his feelings. Photo: DPPI.

time, usually at the hairpin, to lead for short bursts of two or three laps. This performance drew an approrpiate response form the *tifosi* (fans), who yelled with delight when Gilles went ahead and let their flags dangle if it happened to be Didier in front. It was a fabulous dogfight which, for a few moments at least, made it possible to forget the dramas through which Formula 1 is presently struggling.

In particular it was the heart-stopping outbraking manuouevres which provided the biggest thrills. When at last the overdue pit signal came out to instruct them, in English, to "Slow", it goes without saying that both men ignored it. Following several changes of position it was suddenly lap 60, the last, with Villeneuve starting it in 1st place.

This time, everyone imagined, that would be it: Gilles had nine safe points in the bag. But that hypothesis didn't take account of Pironi's unremitting will to win. He sprang a big surprise on his team mate by pulling a trick which the Canadian had already tried on him several times.

It was a pleasure to see the Frenchman's joy at winning a second GP. Gilles, meanwhile, was hopping mad, so much so that he was gone even before the victory was complete. Elsewhere in these pages we tell their individual stories of this relentless battle.

It was all so thrillilng that everyone seemed to be on one side or the other, with hardly a thought for the remaining competitors. Third, after a "careful" race, was Alboreto, with a performance that put smiles on Ken Tyrrell's face. He was still the only one not to have been lapped by the super-powerful Ferraris. Jarier brought his Osella home 4th, while the remaining two positions were scooped up by the two ATS entries of Salazar and Winkelhock.

The biggest disappointment came from the Alfa Romeos, which were a long way off their Long Beach pole-winning speed as a result of having to be ballasted with sheets of lead which altered the weight distribution and destroyed their handling. De Cesaris was soon out, victim of a dud fuel pump, while Giacomelli blew up his V12 before half distance when he was already well beaten by Alboreto.

The cars were immediately taken to *parc fermé*, where for the first time ever they were to be weighed without having their oil and water replenished as necessary. Poor Winkelhock, who'd lost most of his transmission oil, was found to be two kilos under the limit: reluctantly, the Italian stewards disqualified him from his 6th place. The German-financed (but British-based) team has already put in an appeal.

Didier Braillon

Official figures from post-race weighing were as follows:

ATS (Winkelhock) (disqualified)	**578**
ATS (Salazar)	**582**
Osella (Jarier)	**584**
Ferrari (Villeneuve)	**587.5**
Tyrrell (Alboreto)	**589.0**
Ferrari (Pironi)	**592.5**
Toleman (Fabi)	**600**

CASABLANCA: THE FUTURE OF F1

When you read these words, the future of Formula One will be in the balance in North Africa.The annual FISA plenary meeting, being held in Casablanca, is examining the series of reform measures presented by Jean-Marie Balestre for the 1983 season.

by Didier Braillon

IT was at the Brazilian Grand Prix that M. Balestre, troubled by the Ferrari and Renault protests against the weight of the winning Brabahm and Williams cars, unveiled a vast program designed to throughly overhaul Formula 1.

The FISA President later clarified many points in his program while at Long Beach for the U.S. Grand Prix West.There he was concerned by the successful Tyrrell protest which led to the disqualification of Gilles Villeneuve's Ferrari because of its unconventional rear wing.M. Balestre said it was urgent to end the Concordre Agreement *''in order to rebalance the chances of the different teams''.*

The program was to be examined first by the F1 Technical Group and Commission at FISA headquarters in Paris, but the meetings were cancelled by FISA and programme submitted directly to the organiszation's meeting in Casablanca.

Why did M. Balestre decide to cancel the meeting which could have trashed out some of the technical problems in advance?

At the 1,000 kms in Monza he said it was *''because such meetings would have made no sense and would have been a complete waste of time, as the Casablanca Congress should settle everything.This cancellation will avoid any polemics before the Congress, which will play a decisive role in the continuity of Formula 1.If I will make the programme a question of confidence and if two-thirds of the members support me, I will have tull powers to impose the reforms contained in the programme''.* If voted down, he has said he will resign.

Before examining the major points of this programme, it should be recalled that the agreement signed early in 1981 at FISA in the Place de Concorde in Paris by all parties to Formula 1 — except the drivers — laid down rule stability until the end of 1984 to allow engineers to explore the limits of the rules, and the financial backers to invest their money fruitfully.

But the protests made at Rio and Long Beach, coming after the incidents at Kyalami, showed clearly that Formula 1 is seriously ill. The blame rests on the ppor drafting of the current rules which satisfy no one and allow everyone, because of the vague and complicated wording, to exploit them to their advantage.

In these circumstances, was it reasonable to wait more than two more years to start again from a healthy basis? That was the question Jean-Marie Balestre asked himself a few weeks ago and to which he evidently replied « no ».His new program, he believed, would also improve driver safety and limit the costs of building and running Grand Prix cars.

And at Long Beach *le president,* anticipating that his action would not exactly be greeted with great joy by certain constructors, and, automatically, would be killed by the unanimity rule laid down in the Concorde Agreement, decreed unilaterally that the unanimity rule would be abandoned in favour of the complete reworking of the rules for 1983.

''The situation was sufficiently preoccupying for us to be satisfied in the future with the idea of a consensus in taking a decision'', he said. *''A large majority will be needed in favour of each change, but not longer unanimity''.*

The percentage corresponding to a ''consensus'' was estimated by many observers at 80%, and M. Balestre, in his enthusiasm also said: *''I am not a technician, it will be up to the constructors directly concerned to draw up the precise details in each field''.*

Since then, these ideas have fallen by the wayside: no more Technical Group April 20, more more F1 Commission meeting April 21, no more idea of 'consensus', no

more possibility for the constructors to express their opinions: the reforms programme will be set in motion at Casablanca and will have to be accepted, like it or not, by everyone. *''And those who do not whish to accept it can go and contest their own Championship'',* M. Balestre added at Monza.

What reforms will the gentlemen of FISA debate in Morocco? Principally, and barring a last-minute surprise, always possible, there are seven points:

— restriction of the width of rear tyres, to be reduced from 18 to 14 inches ;

— banning of qualifying tyres. An agreement between the manufacturers (currently Goodyear, Michelin, Avon and Pirelli) would determine the maximum number of sets of tyres to be used by each car on a race weekend, practice and race included.

One of the possible ways of ''killing'' qualifiers would be to number each set of tyres and then draw lots to determine which set would be used for qualifying and which for the race. All sets would have to be identical or a team would risk, on a chance draw, having ''hard'' sets for qualifying and ''soft'' sets, which would not last the distance, for the race.

— smaller wings, modified pontoons, banning of skirts, details not yet having been announced ;

— introduction of limited fuel tanks with a ban on refuelling during a race. The suggestion is for a first limit of 200litres, with a possible further cut to 185 litres in 1985. If that is decided by October, 1982, it could mean simply banning turbocharged motors after the 1984 season. Currently, Grand Prix cars with turbocharged engines start a race with about 225 litres of fuel, while the atmospheric V12s of Matra and Alfa-Romeo need about 215 litres. Only the Cosworth DFV can easily meet a 200 litre limit ;

— reduction of the minimum weight to 550 kilos but without the possibility of topping up oil and water levels after the race and before weighing (this idea preceding the FIA decision on the subject), but with a 2% tolerance, 11 kilos, in case of obvious leaks ;

— a ban on six-wheel and four-wheel drive designs to prevent engineers easily overcoming the reduction of grip expected from the reduction of wing size, new pontoon rules, ban on skirts and narrowing of the rear tyres ;

— further improvement of cockpit protection, and an obligatory on-board starter to enable drivers to re-start their engines without needing an external power source.

These measures, in themselves quite reasonable, appear at first sight to be a gift to the British FOCA teams who know how to build light cars using the economical Cosworth, and to be defavorable to turbo engines. These would have to be radically modified and deliberately cut back in power to meet the consumptin rules.

In these circumstances, it is leasy to imagine Renault, Ferrari and BMW being discouraged — but also Matra, Alfa-Romeo, Honda, Heidegger, Zakspeed, Carma... and Cosworth, which has extensive turbo experience in the Indy Formula.

Renault, the pioneer of turbocharging in Grand Prix racing, could find the fruits of its ''crazy bet'' of 1977 not as big as it expected, while for Ferrari, it could be the last straw.

Indeed, there has been insistent talk for several weeks in Italy of Ferrary purely and simply withdrawing from Formula 1 to go into the new and developing World Endurance Championship. There is, of course, no way to check the rumors as Ferrari will not comment, though Didier Pironi ''doesn't believe it at all.''

In any event, the problems of F1 are real enough. On April 19, the FIA Tribunal of Appeal composed of neutral lawyers, Messrs. Lattreuter (Germany), Weissenburger (Austria), Winghe (Belgium), Macedo de Cunha (Portugal) and Gay (Switzerland), ruled on the Renault and Ferrari appeal against the refusal of the stewards in Brazil to accept their protests over the weights of the Brabham and Williams placed first and second. They ruled for the big constructors, disqualifying Nelson Piquet and Keke Rosberg after finding that the weight of their cars was under the legal minimum. Consequently, victory went to Alain Prost and the Renault, third on the road, and Manfred Winkelhock and Didier Pironi moved up into the points.

The decision was greeted by Renault and Ferrari as a victory for a sane interpretation of the rules, but brought the repercussions we discuss elsewhere in this issue — the FOCA boycott of Imola. M. Balestre, wearing his French Federation hat, told the FIA that the second to fifth placed cars had the same weight situation and should be disqualified too, making Pironi second. He suggested the results of Kyalami and Long Beach could also be revised by the FIA.

Under his FISA hat, he said the FIA Tribunal should not have laid down new rules, as it arguably did, and under his hat of executive president of the FIA, he was to sit at an FIA Board meeting in Casablanca the day after the critical FISA vote to help decide if the FIA should convene another tribunal to hear his French Federation protest.

All this, and the impact of the events at Imola, must weigh heavily on the decisions being taken in Casablanca.

□

Imola statistics

SAN MARINO GRAND PRIX

Date : 25 April, 1982
Circuit : Imola, Italy
Circuit length : 3.132 miles, 5,04 kms
Race distance : 60 laps, 187.885 miles, 302,400 kms
Weather : Sunny, warm
Attendance : 100,000

PREVIOUX WINNER

1981 : PIQUET (Brabham)

RESULT

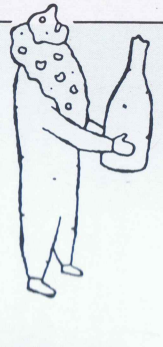
1.	**PIRONI**	Ferrari 126 C2	60 laps in 1h36'38"887
2.	**VILLENEUVE**	Ferrari 126 C2	0"366s behind
3.	**ALBORETO**	Tyrrell 011	1' 7"684 behind
4.	**JARIER**	Osella FA1C	1 lap behind
5	SALAZAR	ATS HGS D06	3 laps behind
6	WINKELHOCK (*)	ATS HGS D06	6 laps behind

(*) disqualified after the race

STARTING GRID

ARNOUX
Renault RE 30B
1'29"765
VILLENEUVE
Ferrari 126 C2
1'30"717
ALBORETO
Tyrrell 011
1'33"209
DE CESARIS
Alfa Romeo 182
1'33"209
JARIER
Osella FA1C
1'34"336
HENTON
Tyrrell 011
1'35"262
PALETTI
Osella FA1C
1'36"228

PROST
Renault RE 30B
1'30"249
PIRONI
Ferrari 126 C2
1'32"020
GIACOMELLI
Alfa Romeo 182
1'33"230
WARWICK
Toleman 181
1'33"503
FABI
Toleman 181
1'34"647
WINKELHOCK
ATS HGS D06
1'35"790
SALAZAR
ATS HGS D06
1'36"434



OFFICIAL QUALIFYING TIMES

	Friday	Saturday
Arnoux	1'32"628	**1'29"765**
Prost	1'31"169	**1'30"249**
Villeneuve	1'31"541	**1'30"779**
Pironi	**1'32"020**	1'32"779
Alboreto	1'34"480	**1'33"209**
Giacomelli	1'35"214	**1'33"230**
De Cesaris	1'33"879	**1'33"397**
Warwick	1'34"062	**1'33"503**
Jarier	1'34"715	**1'34"336**
Fabi	1'42"529	**1'34"647**
Henton	1'36"100	**1'35"262**
Winkelhock	1'36"155	**1'35"790**
Paletti	1'37"999	**1'36"228**
Salazar	1'41"255	**1'36"434**

PROVISIONAL DRIVERS' WORLD CHAMPIONSHIP PLACES

(after South Africa, Brazil, U.S. West and San Marino GPs).

1.	**PROST**	9	9	0	0	18
2	LAUDA	3	0	9	0	12
3	ALBORETO	0	3	3	4	10
	PIRONI	0	1	0	9	10
5	ROSBERG	2	0	6	0	8
	WATSON	1	6	1	0	8
7	REUTEMANN	6	0	0	0	6
	VILLENEUVE	0	0	0	6	6
9	PATRESE	0	0	4	0	4
	MANSELL	0	4	0	0	4
	ARNOUX	4	0	0	0	4
12	JARIER	0	0	0	3	3
13	SALAZAR	0	0	0	2	2
	DE ANGELIS	0	0	2	0	2

F1 CONSTRUCTORS' CUP

1. Renault 22pts - **2**. McLaren 20pts - **3**. Ferrari 16pts - **4**. Williams 14pts - **5**. Tyrrell 10pts - **6**. Lotus 6pts - **7**. ATS, Brabham 4pts - **8**. Osella 3pts.

THEIR FASTEST RACE LAPS

	Time	Lap
Pironi	1'35"836	44
Villeneuve	1'35"136	57
Alboreto	1'36"312	17
Jarier	1'36"884	49
Salazar	1'38"875	29
Winkelhock	1'37"919	18
Fabi	1'38"423	22
Arnoux	1'35"313	22
Giacomelli	1'37"218	12
Paletti	1'48"234	7
Prost	1'37"734	5
De Cesaris	1'46"445	2

Lap by lap - Giro per giro - Runde um runde - Tour par tour - Vuelta a vuelta - Ron

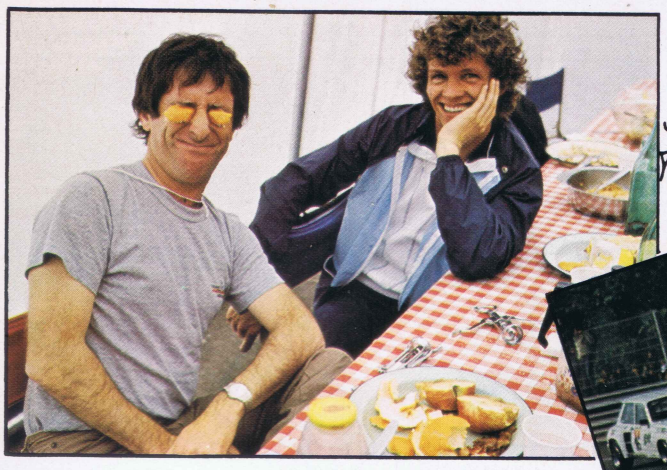
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

16 RENE ARNOUX Renault RE30B	1	
15 ALAIN PROST Renault RE30B	2	
27 GILLES VILLENEUVE Ferrari 126C2	3	
28 DIDIER PIRONI Ferrari 126C2	4	
3 MICHELE ALBORETO Tyrrell 011	5	
23 BRUNO GIACOMELLI Alfa Romeo 182	6	
22 ANDREA DE CESARIS Alfa Romeo 182	7	
35 DEREK WARWICK Toleman 180	8	
31 JEAN-PIERRE JARIER Osella FA1C	9	
36 TEO FABI Toleman 181	10	
4 BRIAN HENTON Tyrrell 011	11	
9 MANFRED WINKELHOCK A.T.S. D06	12	
32 RICCARDO PALETTI Osella FA1C	13	
10 ELISEO SALAZAR A.T.S. D06	14	

PIT STOPS AND RETIREMENTS

Paletti: starter problems, then retires lap 8 (broken suspension).
Warwick: retires on warm-up lap (electrics).
Henton: retires lap 1 (transmission failure at start).
de Cesaris: stops lap 3 (fuel feed); retires lap 5 (electrics).
Prost: stops lap 7 (plug change) and retires (engine).
Fabi: stops lap 19 (turbo manifold broken), loses 7 laps.
Giacomelli: retires lap 25 (engine).
Salazar: stops lap 38 (broken gear linkage).
Winkelhock: stops lap 43 (electrics)
Arnoux: retires lap 45 (oil leak caused by broken turbo, on fire).

Postcard from Imola



Jean (orange peel) Ragnotti has fun with Jan Lammers

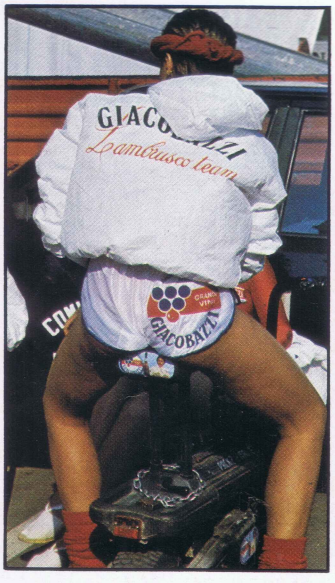
At least Renault won one race last weekend ...

Fiats in a traffic jam

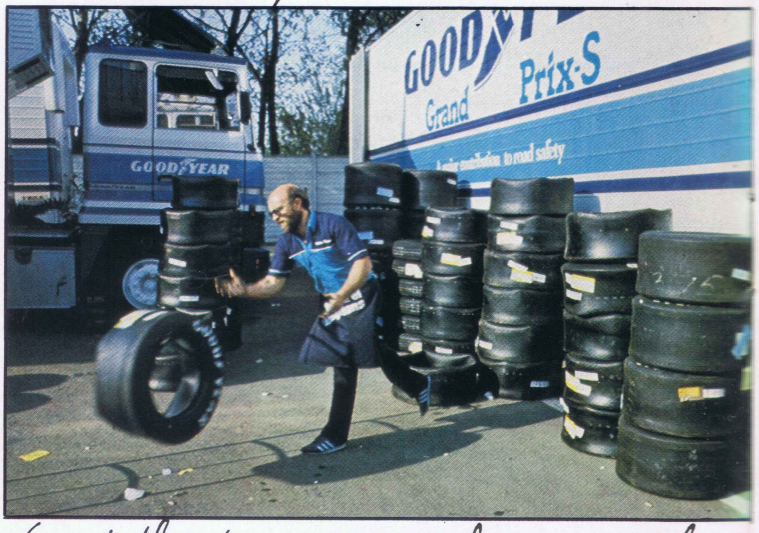
Hctor Rafl Vallone's lovely daughter

You told me it was pre-shrunk denim!

Fantastic disguise, Max

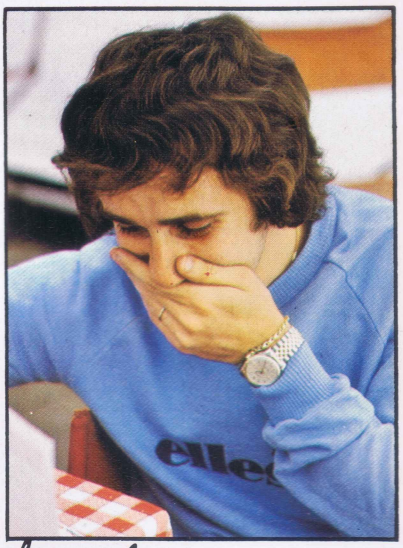


Love from Imola xxx



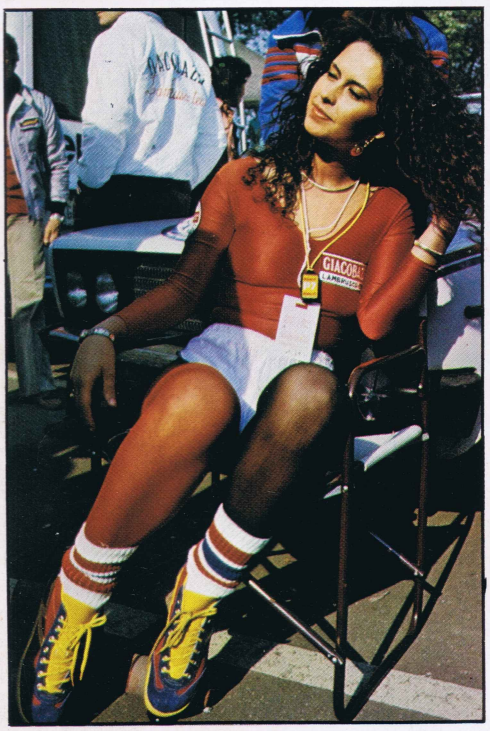
We got the tyres, now where are the cars?

The holy father of motorsport



If it blows up, maybe I'll be home early

Incredible who you meet on a Piaggio



GETTING THE PICTURE

The director must make split-second decisions, picking the right action from allthese screems.

Television is the way most enthusiasts follow motor sports events. It's not an easy subject to cover, and there are plenty of opportunities for mistakes, as readers of this magazine have often complained. We thought it was time to take an inside look...

by Mike Doodson

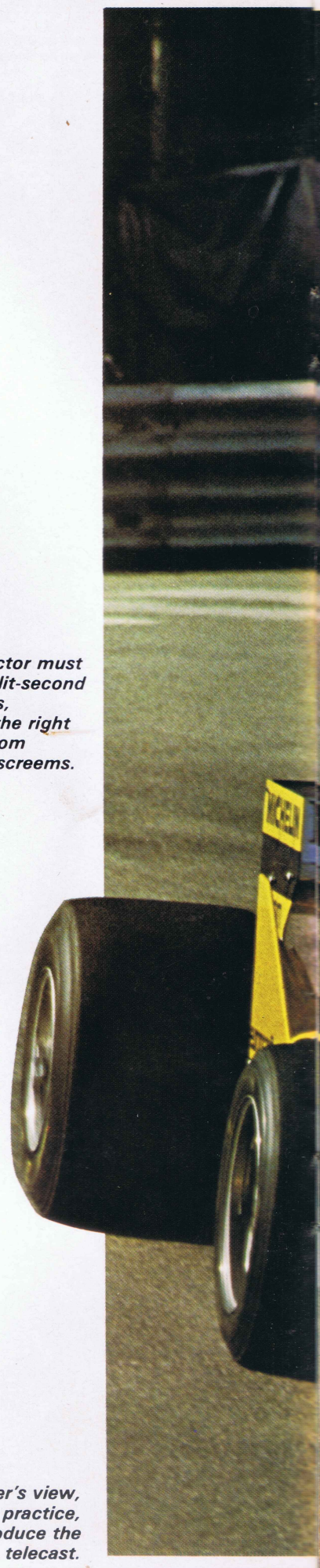
Next time you're struggling to get into a race circuit at a Grand Prix, stop for a moment to reflect on how uncomfortable it would be if *everybody* who wanted to see the race was piling into the same circuit. According to figures recently issued by FOCA, the total annual TV audience for Grand Prix racing is more than 900 million people.

That makes the annual attendance of paying spectators, estimated at around two million, seem very small indeed. It means that for every spectator who pays his money at the turnstile there are 500 others who tune in on TV. As the letters which pour into magazines like **Grand Prix International** prove, many of those viewers are die-hard fans in Third World or Iron Curtain countries who cannot hope to have a Grand Prix of their own.

These figures are even more remarkable when one reflects that only comparatively few of those TV fans will ever have the opportunity to drive a car, let alone race one. More than any other sport, racing is a vicarious activity in which the onlookers can only imagine the sensations and emotions coursing through the competitors. And the fact that the audience continues to grow suggests that motor sport, despite its political disputes, is a big success.

The income generated by this success is handled from the smart offices in Chessington, Surrey, where Bernie Ecclestone supervises the interests of his Brabham team and of those teams which are aligned with FOCA. A man with a reputation for employing people only when they're essential, Ecclestone acknowledges the importance of TV by having a separate office from which a multi-lingual staff (one manager and a secretary!) negotiate with the TV stations which are their customers.

The terms of the Concorde Agreement in March, 1981, gave Ecclestone the right to



Driver's view, filmed in practice, will introduce the telecast.

RENAULT elf
elf RENAULT
elf
MAGNETI MARELLI
15
RENAULT
MICHELIN

handle these negotiations, and the income, on behalf of FOCA. The details of the money are a closely guarded secret, although Enzo Ferrari has hinted that it exceeds 10 million dollars annually, and it is distributed among the teams. FISA takes 33 1/3 percent, which must help to pay its spiralling administration costs.

Regardless of the figures, TV coverage of Grand Prix racing is big business. It is not an easy sport for the television stations to cover, either, for very few circuits are located in cities, and a minimum of 12 cameras is required to give the viewer a worthwhile picture.

The quality of the production is the responsibility of the producer appointed by the national TV company where the race is held. It is he who monitors the pictures from the cameras, directs the cameramen on which parts of the race they are to follow, and who ultimately edits the resulting images on his multi-screen viewing monitor. Twelve or more pictures go into the producer's editing trailer, at the track, but only one goes out to the viewers. If a TV company from another country requires additional material, it must send its own crew. Not only is this expensive, but the station may have to buy satellite time in order to transmit its "private" material. It can cost 10,000 dollars to "put up the bird" -- book satellite time -- and then 2,000 dollars a minute used.

Thus the role of the local producer is all-important. Many of them have a deep appreciation and understanding of the sport, and there have been memorable moments on TV, such as the famous Arnoux/Villeneuve last lap wheel-banging incident at Dijon in 1979, or Laffite's tyre deflation at Brands Hatch in 1980 that sent him into the catchfences. Unfortunately, not all producers have such a good reputation, and sometimes the lack of experience shows. The most recent example was at Kyalami in January, where the RAI, Italy's national TV network, was so unhappy with the quality that it made a formal complaint.

In theory at least, the ideal solution would be to appoint one producer to travel to all the Grands Prix and to assume responsibility for every transmission. But this is simply not practical. Quite apart from an inevitable affront to national pride and local trades union practises, such a post would require a producer with complete fluency in seven or eight languages to communicate with the cameramen. The producer certainly deserves some sympathy, for unlike stick and ball games -- where his task is simply to follow the ball -- in racing he has to act like Solomon. If he concentrates on the leader for too long, he gets accused of ignoring what may be a much more gripping battle, for say, 2nd or 4th place. But if, the leader suddenly punctures or gets into trouble lapping another car when the producer has been following the other action, then he is criticised for missing the vital moment. There are ways is which foreign commentating teams can add a little national interest to their broadcast. James Hunt regularly joins the BBC's Murray Walker behind the microphone to give informed comment as an ex-driver. Former racing drivers often make good commentators, and it is not uncommon to see half a dozen of them joining their national TV commentators in the tiny TV booths. If current drivers are on the sick list, or have been so unlucky as not to qualify, they too are often co-opted.

It is very expensive indeed for a TV company to take the live "feed" by satellite from the race track, and it is only Australia, Europe and South America which take such broadcasts direct.

For poorer countries, the alternative is to take a one-hour edited tape which is prepared in London after the race by the international news agency Visnews before being airfreighted to its customers. Visnews will be sharing a stand with FOCA at the *Marche International des Productions TV,* an international TV marketplace at Cannes on the French Riviera in April. The result could be an even wider viewing public -- more than the 44 nations already take the service.

For the time being, however, some countries get their TV motor sport free of charge. Under an international "news access" agreement which applies to most sports, up to two minutes of racing is distributed to any country which wishes to take it. Such items can only be used in general news or sports programs, but it is interesting to note that a segment of last year's Monaco Grand Prix was requested by, and shown on, Chinese TV.

When it is recalled that it's only a few months since the President of FISA visited China and had discussions about the country's future role in motor sport, the possible repercussions for international racing are limitless.

When you switch on your TV on Sunday to see the GP, bear in mind that there are people from many different countries doing exactly the same thing. Of the 44 countries to broadcast GP races last year, seven more than in 1980, 14 carried reports of 15 or 16 races. Far and away the most popular GP was Monaco.

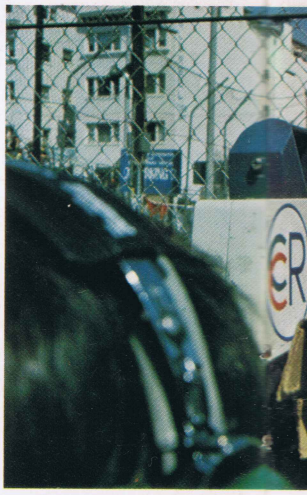
Part of the reason may be that the AC Monaco has retained the right to permit its race to be broadcast on a "news" basis.

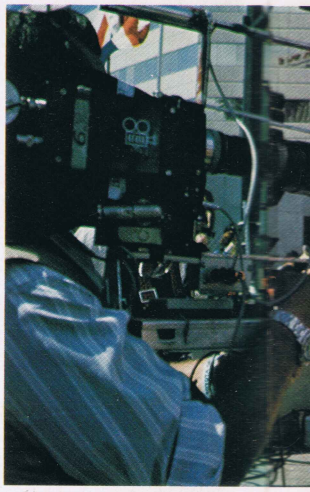
Somewhat surprisingly, Japan, which held world championship GP races in 1976 and 1977, broadcast only four races last year.

If you want to watch the maximum of live coverage, you would have to travel to an unexpected place. Last year's champion TV GP broadcaster was Chile, which took 37 hours of live racing, with Brazil and Argentina close runners-up. The closest that any European country got was Italy (27 hours 50 minutes), with Britain (11 hours 34 minutes), France (8 hours 14 minutes) and Germany (2 hours 50 minutes) well down on the list.

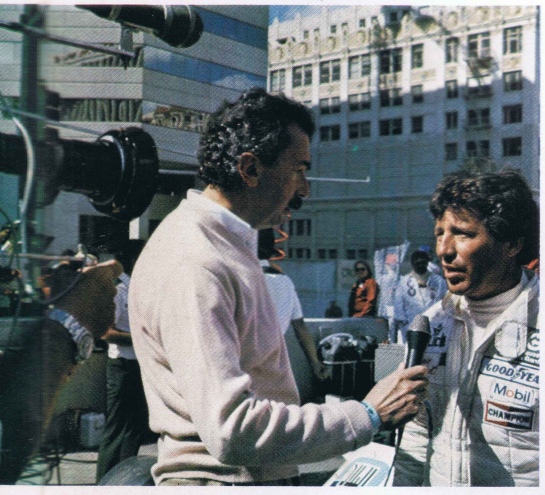
So have a little sympathy for Chilean racing driver Eliseo Salazar this year, because when he goes racing, literally the whole of his country is watching him...

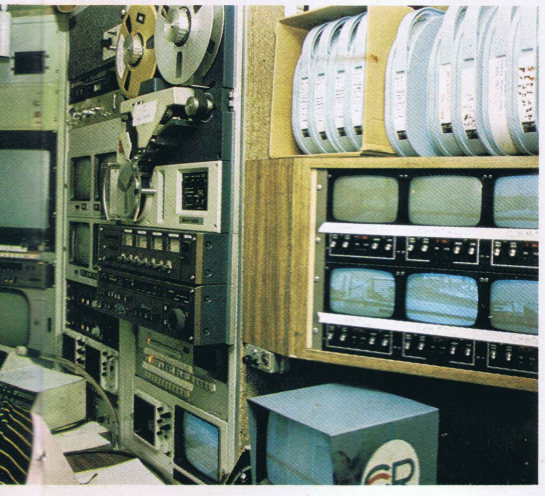
Britain's Andrew Marriott is a veteran of GP TV commentary. He gave GPI... □





Aspects of TV covedrage: (top to bottom): this camera will shoot 'em right between the eyes; French TV's Jose Rosinski gets Mario Andretti's views; where it is made to happen; and the commentator's box, into which lapcharter and guest may also squeeze.





THE VIEW FROM THE COMMENTARY BOX

The most desperate situation in which I was ever involved as a commentator was undoubtedly the Swedish GP of 1978. My efforts to interview Mario Andretti before that race involved a Franco/Swedish film crew (who didn't understand a word of each other's language); cameramen who couldn't point their cameras in the right direction; and an apoplectic producer who may still be locked in the padded cell to which he was taken... Fortunately, other people found the whole incident hilarious. So many things went wrong that part of the "interview" has been shown on a TV "blooper" show in Britain which has been seen throughout the English-speaking world. It's nice to be famous, of course, but not because factors outside your control are responsible for making you loak foolish...

In fact, some of the most hair-raising aspects of that day in Sweden were not seen on the screen. For example, the camera which we were using for the sequence had been disassembled only a few minutes before the interview into about 29 transistorized components. As the cameramen started to put them back together, John Watson drove gently past in his Brabham "fan car," which attempted to suck up some of the smaller bits and spit then out again.

With respect to Mario Andretti, it wasn't really he that we had planned to interview. The man we wanted was Niki Lauda, but he failed to appear at the appointed time. Perhaps he knew what was in store! For the record, however, with great understanding of Mario's part, the interview eventually did get broadcast, despite all the problems.

My memories of that weekend at Anderstorp are far from happy. Once the interview was over I made my way to the commentary position, which like many of its kind was situated out in the open, at the back of an exposed grandstand.

If often happens that the viewers at home have a much better TV picture than the man who is trying to tell then what's going on, and such was the case in Sweden. Five minutes before the start of the race, the technical gremlins struck. The screen of my TV monitor went blank and stayed blank until exactly 15 seconds before I was due to start my live broadcast to London. When the picture did appear, it was split into two parts, with the bottom half superimposed on the top half. The commentator, of course, is expected to continue as though everything is under control. In my case, it wasn't, for a gist of Arctic wind had scattered all my carefully-prepared sheets of information about the drivers across the paddock. I'm glad that Vittorio Brambilla never found my notes about him!

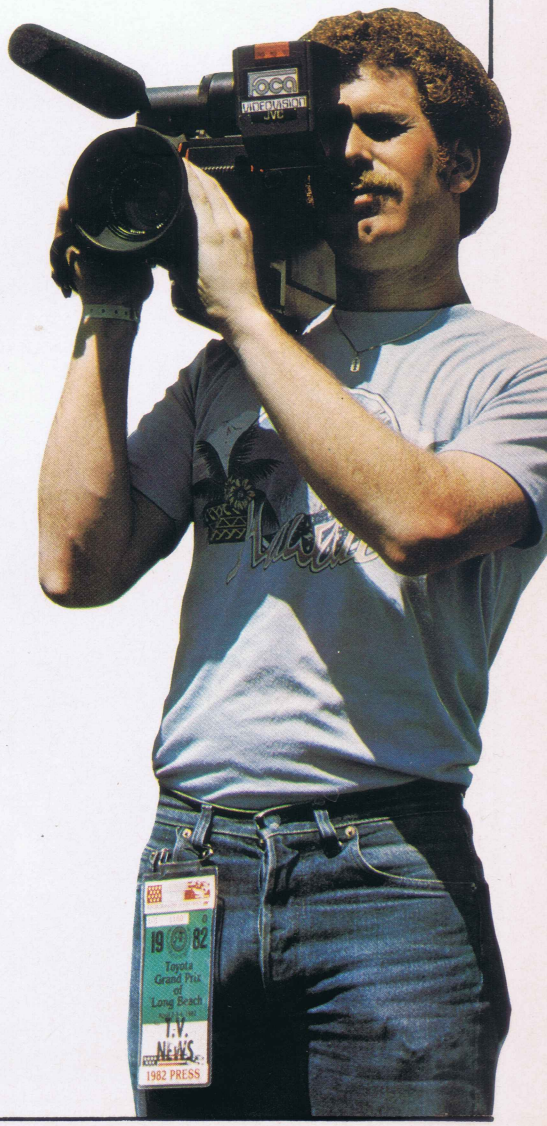
TV commentary positions are almost always placed where it is impossible to see very much of the track. One of the worst is Monaco, where we see even less of the race than poor Princess Grace in the Royal Box alongside. And we are trying to compete with the sound of a few thousand horsepower bouncing off the wall of the AC Monaco offices behind us.

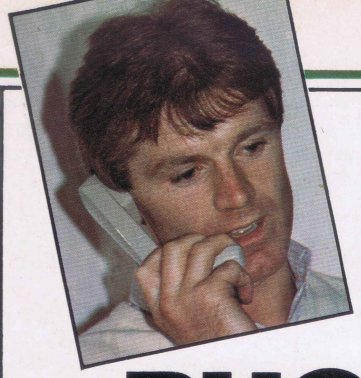
By far the most terrifying situation I have ever experienced was at Kyalami some years ago. It was the first time that the new national TV company had broadcast a race, and rather generously they had decided that the TV commentators would have the best viewpoint at the circuit, regardless of expense. Accordingly, they had built a skyscrapper out of scaffolding overlooking the start/finish line. To get to the top of this insecure-looking stack of tubes there was a dangerous looking ladder which so frightened the Argentine TV man that he insisted on being winched up. The sight will live with me forever of this substantial 150-pound gentleman being hauled aloft with his clipboard in one hand and his microphone in the other. They tell me that he didn't give a great performance over the air that day...

It was also at Kyalami that in the days before computer timing with instant race positions on a screen, a rain shower brought a cascade of early pits stops and frankly, nearly everybody's lap chart "blew up". There were frantic checks from box to box along commentary row with at least six different leader lists thought equally possible. We managed to survive, but in some countries, the viewers watched one and a half hours of racing without ever knowing who was in the lead...

There are other tales which space does not allow. I just ask you, please, to spare a thought for the poor TV speaker next time you tune in. The chances are that even if his monitor has't broken down, the picture he sees is considerably worse than you see from your armchair... and there's a good chance that some drunk has just fallen through the roof and knocked his producer unconscious. Dont' laugh: it's true ...because it once happened to me.

Andrew Marriott





THE PHONE CALL THAT CHANGED HIS LIFE

Daly gets his first taste of success as he is fitted for the new Williams FW08 after signing his contract with Frank.

"If you have got the talent, then I think you will always get to the top in the end." Those were the words of Derek Daly, just 10 minutes before he got the phone call that changed his life. It was the call that he has been waiting for since 1978, the phone ringing just after 5pm, from Frank Williams, inviting him to drive for his Saudia Williams team and what is probably the most competitive seat in Grand Prix racing at the present time.

By Jeff Hutchinson

WITHIN minutes of receiving the call, after a hug from his pretty wife Siobhan, Derek had placed two calls of his own. The first, to his mother in Dublin, ''To tell her she can soon be opening the bottle of champagne I gave her with some flowers for 'Mother's Day.' She has been saving it for the day I win my first Grand Prix.''

The other call was to his press agent, Mike Walker, in Dublin, who was certainly going to have plenty to tell the Irish newspapers this night.

It was as well that Derek got his calls in first, for within a few minutes of THE call, the Daly phone in his once tranquil country 400 years old cottage in SHutlanger, close to Silverstone, began ringing non-stop with calls from journalists, friends, relatives, well-wishers and the man who helped him most with his career through F3 and F2, Derek McMahon, all of them as delighted with the news as Derek was.

→

Derek and his wife Siobahn and their quaint cottage in Shutlanger.

Suddenly, a day which has started out just like any other, with a 5 mile run through the country lanes, a good breakfast, a glass of milk and a bit of do-it-yourself around the house, had turned into a day he will never forget.

There was another call as well. An angry Syd Taylor of the Theodore team was on the phone wanting a meeting to discuss just how much it was going to cost to release Derek from his contract with the Theodore team. To Derek, the thought of playing out perhaps one hundred thousand dollars out of his own pocket was almost amusing as he looked across at a pile of unpaid bills and a bank overdraught. But even that was not enough to dampen his good spirits, for with a Williams contract in his pocket, the world was now his oyster and "Even if it costs me all my salary to buy myself out of Theodore, I will still be better off than I was before", because he was driving there for next to nothing.

Now, personal sponsorship will be easy enough to get and help to pay the bills, while Frank Williams "has signed me with an option for next yeat", says

Derek, "now it's up to me to show them what I am worth", he adds, already comfortable with the easy flow of conversation he has with Frank, whose first instructions to his new driver was to "take it easy and not throw the car into the wall in my first race."

After his horrifying series of crashes with the Tyrell team, which were not all his fault, Daly has unjustly been given the reputation as a "crasher".

What might have scared other drivers silly hardly affected Daly who in his 13 years of motor sport has never broken a bone in his body. He has often been criticised by his fellow drivers for holding them up in practice and sometimes in the race, but Derek shrugs off the criticism. "When you are trying to qualify a car like the Ensign or the Theodore for a place at the back of the grid you cannot afford to worry about other cars on the track. You do the best job with what you have got and let the rest do theirs. I remember at Brands Hatch when Pironi complained that I had held him up for four or five laps during practice. All I can say was that if he was that much quicker he should have overtaken me, or do as I do, and back off one lap so I have a clear lap the next time."

Daly's self confidence and his determination are two things which first strike you as a person and racing driver, his career first starting at the tender age of 16 driving old stock cars which he had built up himself.

"When I was at school I thought about nothing else but being a racing driver", says Derek and since then his ambitions have never waned. "I went to my first race just outside Dublin when I was ten years old. It is now ironic, for one of the stars of the race and the defending champion from the previous year was Syd Taylor who now, 19 years later, is playing another role in a memorable day of my life, if not as pleasent as the first."

Although Derek and his heart set on racing at an early age, he finished school and started work in an accounting office, "just to keep my parents happy, but after six weeks I couldn't stand it any more and did a variety of jobs to earn enough money to go stock car racing. I used to deliver bread in the mornings, work in a car paint spraying job in the day and as a petrol pump attendent at night in order to support my stock car racing", recalls Daly.

It was at this time he began helping fellow Irishman David Kennedy with his Formula Ford car and he remembers how one day he donned his helmet to quaify the car for one of his local races, Kennedy racing the car in the race itself.

To go racing without any money, even FF, was not easy and in order to save up enough for a car of his own, he and Kennedy took a boat to Australia and worked a hundred hours a week down a tin mine for sixth months before returning to his native Ireland with enough money for a new car.

After a successful start, that was destroyed in an accident half way through the season and it looked as though his racing carreer might come to an end until Crosslé stepped in and offered him a works chassis for nothing if he could find an engine to go with it. "I borrowed the money for an engine from David", and he went on to win the national championship. By this time his thoughts turned to F3 and with the money he got from selling his Formula Ford and backing from Derek McMahon, he spent two years living in a caravan and wandering from race to race scoring many successes including winning the F3 supporting race at the Austrian Grand Prix in 1977, where he had a long dice with Nelson Piquet.

He won the leading F3 Championship in England that year and got his first chance in F2 the same year when Guy Edwards invited him to drive the ICI car at Estoril. "I finished fifth and took fastest lap of the race" recalls Derek who, was now one of the men everyone was talking about.

It was in 1978, while competing in F2 with ICI, with backing from McMahon, that Derek got his first taste of F1 when he was invited to drive the Hesketh at the Silverstone International race which turnet out to be a wet event. At Monaco in

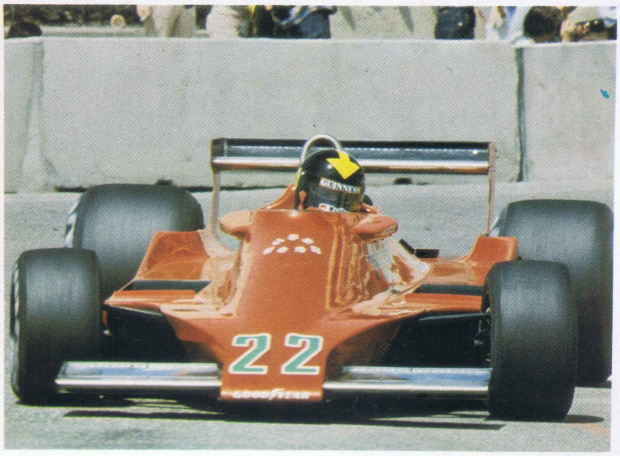
F2 at Pau with the ICI March team.

Ensign gave Daly his first regular F1 ride.

Daly still enjoys tinkering with cars including an old F1 Shadow, his Ferrari Dino and a Ford Popular.

His season with the March team was wasted developing the car.

Daly's season with Tyrrell was frought with accidents.



the wet F3 event he had qualified over a second faster than the rest of the field, so he was delighted to see the rain at Silverstone and surprised when, after a great start, he found himself in the lead half way around the first lap. ''I learned my first lesson in F1 when James Hunt cut across me going into the first corne'', but two corners later he was even more surprised when James braked early and he moved in to the lead before spinning on a huge puddle a bit further around the lap, that took off several other cars, including Mario Andretti in the new Lotus.

He soon got going again to lead the race, but eventually crashed after his visor came loose and he tried to carry on in the wet at the same pace. It was Keke Rosberg, now his new team mate with Williams, who went on to win the race, but his performance earned him more races with the Hesketh team and later in the season he got the Ensign drive.

His efforts with Ensign were frustrated by a series of non-qualification in the uncompetitive chassis and he left the team, but got a second chance with Ken Tyrrell when Jean-Pierre Jarier was taken sick before the Austrian Grand Prix.

It was in the Tyrrell that he was able to show his true potential and Tyrrell signed him for the 1980 season, alongside Jarier against whome he was as fast, or faster, on many occasions, even though there was little success in terms of results and a lot of accidents.

Last year he drove for the newly formed March team, but again there was little success as the team struggled to make the car competitive throughout the year. This season looked like being little better with the Theodore team, but the chance to drive the second Wiliams must change all that.

But it probably will not change Daly the man. To the delight of Frank Williams Derek does not drink or smoke, does not even drink tea or coffee, likes to run and enjoys other active sports such as skiing and squash. He has not lost his love of tinkering with cars and has, in a lock-up close to his house, his own garage with a Formula One Shadow which he built from bits when the Shadow factory was liquidated and the stock sold off. He also has a Ferrari Dino which he has spent many months rennovating to perfect condition, while his next project is an old Ford Popular which he plans to restore like new.

Around the house he is always busy painting and decorating and he socialises very little perferring to go out to a good resteraunt than a party, when he has time off from racing.

His next door neighbour in the sleepy little village of Shutlanger is former journalist Murray Taylor, who now runs his own successful F3 racing team for another Irishman, Tommy Byrne.

''That's great. That'll put Shutlanger on the map'', said Murray when he heard the good news after visiting Daly to tell him of Byrne's win at the previous day's Thruxton race.

It has also put Derek Daly on the map, and it cannot be long before Shutlanger can boast a World Champion amongst its handful of residents. □

MICHELIN
Turbo
16
europcar
REN

FLAME OUT

Rene Arnoux had led from the start, ceding only four laps to Gilles Villeneuve and then holding off the Canadian's toughest attacks. But with only 16 laps to go, a turbo let go, an oil pipe burst and flames spewed out of the Renault, Arnoux doing almost half a lap before pulling off at a marshals' post.
Photo: B. Asset

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Photo: B. Asset

Turbo

ARNOUX

europcar

CHAMPION

FACOM

RENAULT elf

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Photo: B. Asset

GOODYEAR
Candy
AGIP
28
MAGNETI MARELLI
olivetti

TEAM ORDERS: PLEASE THE TIFOSI

It was Ferrari's track and Ferrari's race, but that wasn't enough, Didier Pironi and Gille Villeneuve gave the ecstatic tifosi a spectacle that more than made up for the depleted field, which by the time they had taken the lead, was hardly a field at all. Fighting nose to tail, they swopped the lead five times in 15 laps, finishing only a few yards apart.
Photo: Bernard Asset.

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Photo: Bernard Asset.

RENAULT elf
Agip
Agip

TURBO POWER

The turbos were the heart of the trouble and the turbos were in command throughout, lacking the best of the conventional competition. But they made a great race of it. Here Villeneuve leads Arnoux over the hill with Pironi close behind waiting for any error. A couple of laps later, Arnoux fought past Gilles to take the lead again with Didier biding his time for the battle that was to come.
Photo: B. Asset

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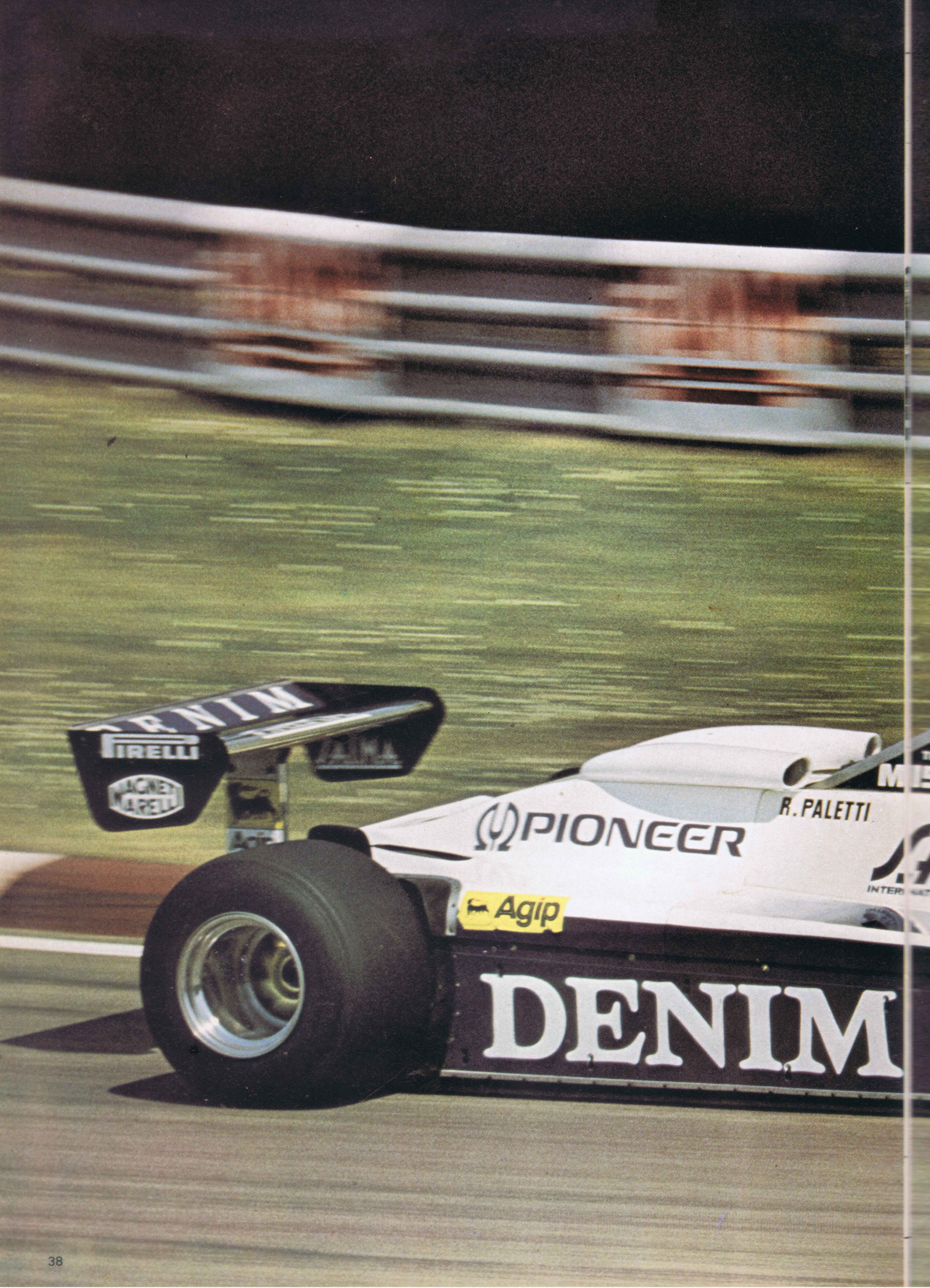
PIRELLI
PIONEER
R. PALETTI
Agip
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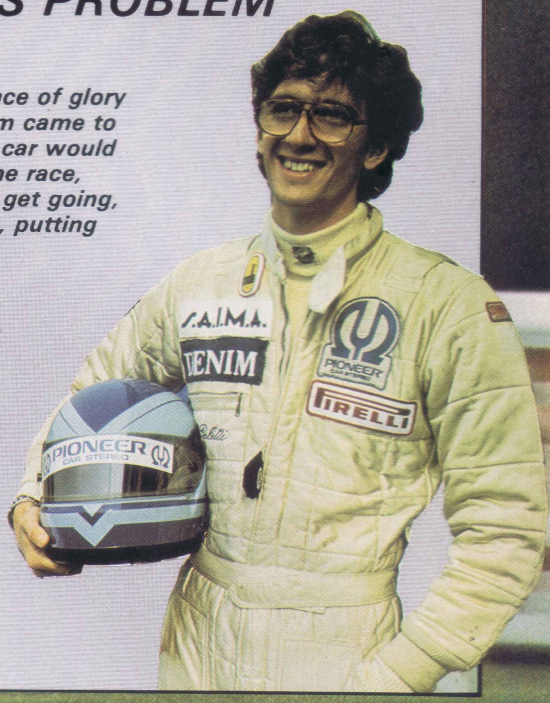
PALETTI'S PROBLEM

Paletti's first chance of glory for the Osella team came to nothing when his car would not start before the race, then when he did get going, a wishbone broke, putting him out early on



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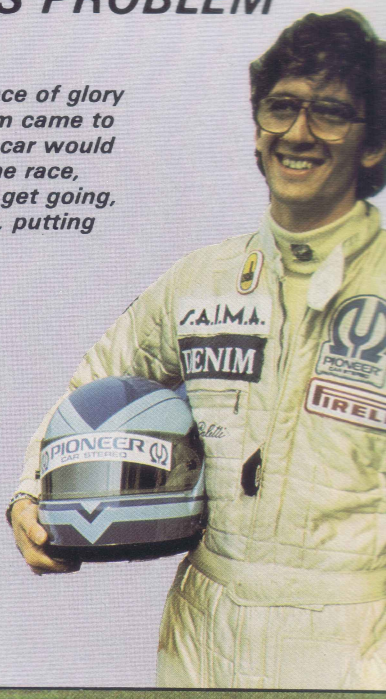

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Marlboro
22
Marlboro

TROUBLED WEEKEND FOR ALFA

Gérard Ducarouge and his two drivers de Cesaris and Giacomelli had a difficult weekend for their home race. The ballast added to bring the cars up to 850 kilos gave them handling problems in practice and engine problems put them both out of the race.

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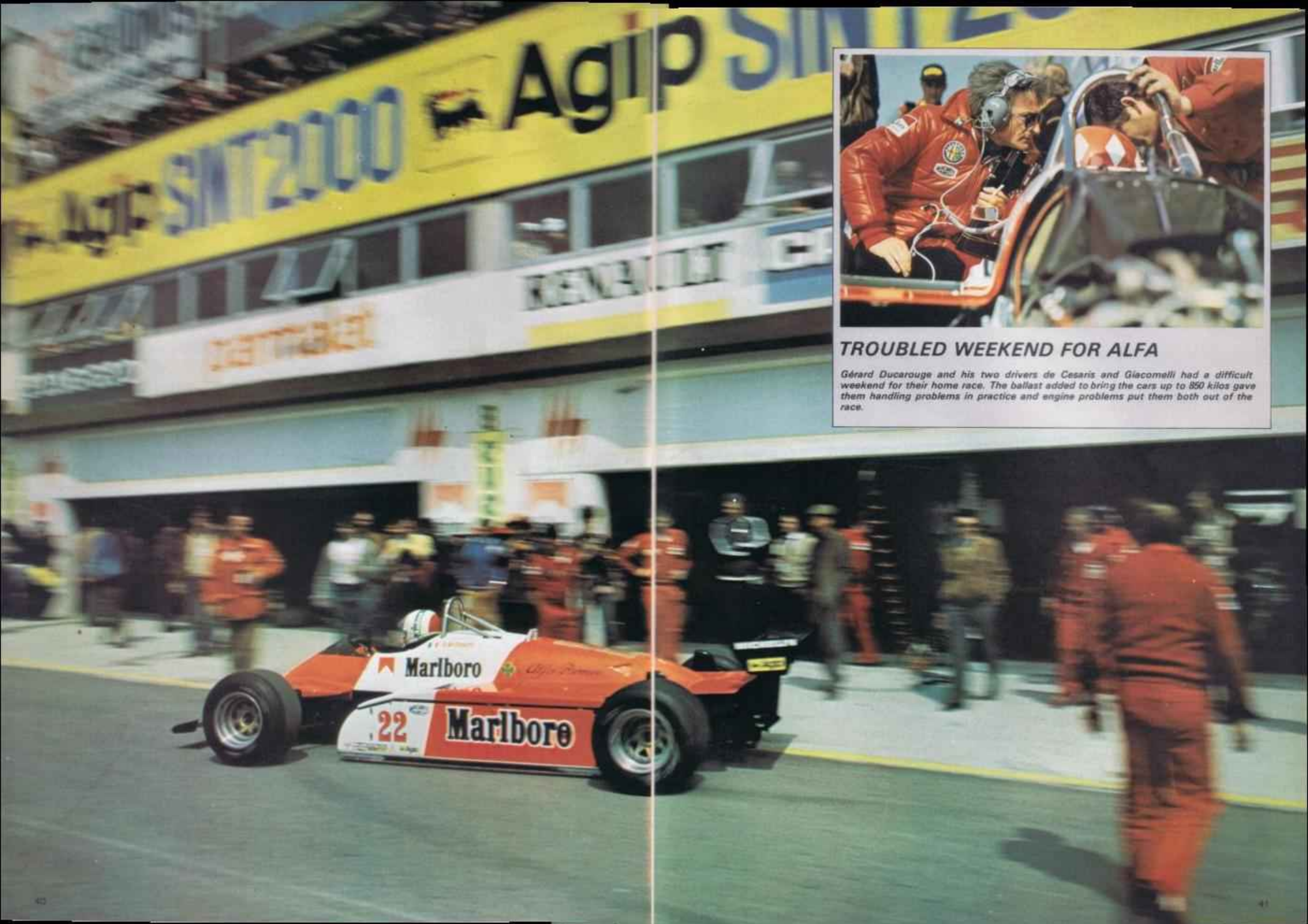

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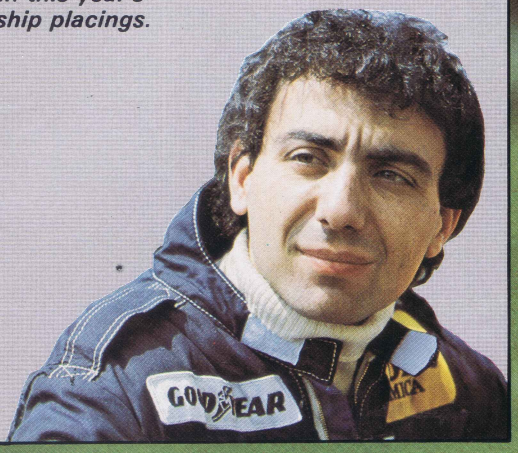
HAPPY ANNIVERSARY

Despite his weight 'penalty', Michele Alboreto drove another fine race for Ken Tyrrellone year after his debut in F1. He is now lying joint third in this year's Championship placings.



ALBORETO
COOPERATIVA
CERAMICA

Candy
VALVOLINE
ALBORETO
COOPERATIVA
CERAMICA
KONI
CHAMPION

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TROUBLE IN THE FAMILY

The week of Imola, Monday to Sunday, was a week of constant crisis, the rights and wrongs of which will not be settled in a day. Keith Botsford explains the issues and interests in the war that threatens the sport.

Keith Botsford

THIS is an incestuous game in which we live. It is perhaps one of the particular difficulties of our sport that it is a small world feeding on itself, a family; consequently, all rivalries are exaggerated and have deep and lasting consequences. By inbreeding, we produce monsters. Or imbeciles. And monsters and imbeciles create chaos in a family: their paws dip into the big dish of pasta in the middle of the table and they do not respond to reason.

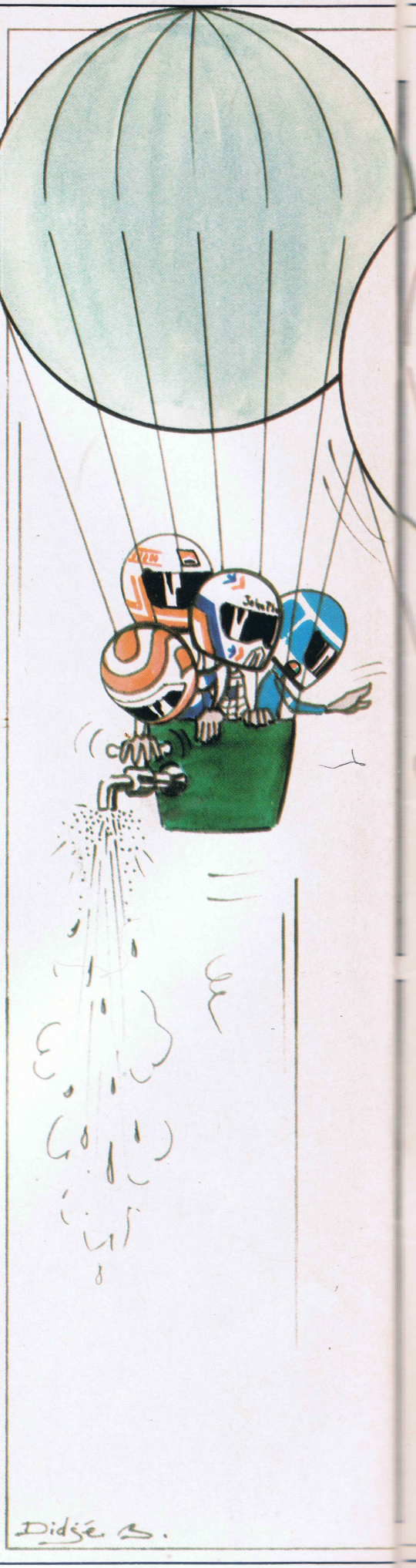
It is not, in my opinion, the job of the press, which is also part of the family, to tell papa what to do. We report, we do not editorialize. Nor do we teach granny how to suck eggs. But it is also our job to try to explain to the world outside the family just what is going wrong and to suggest where and how order and reason is to be restored.

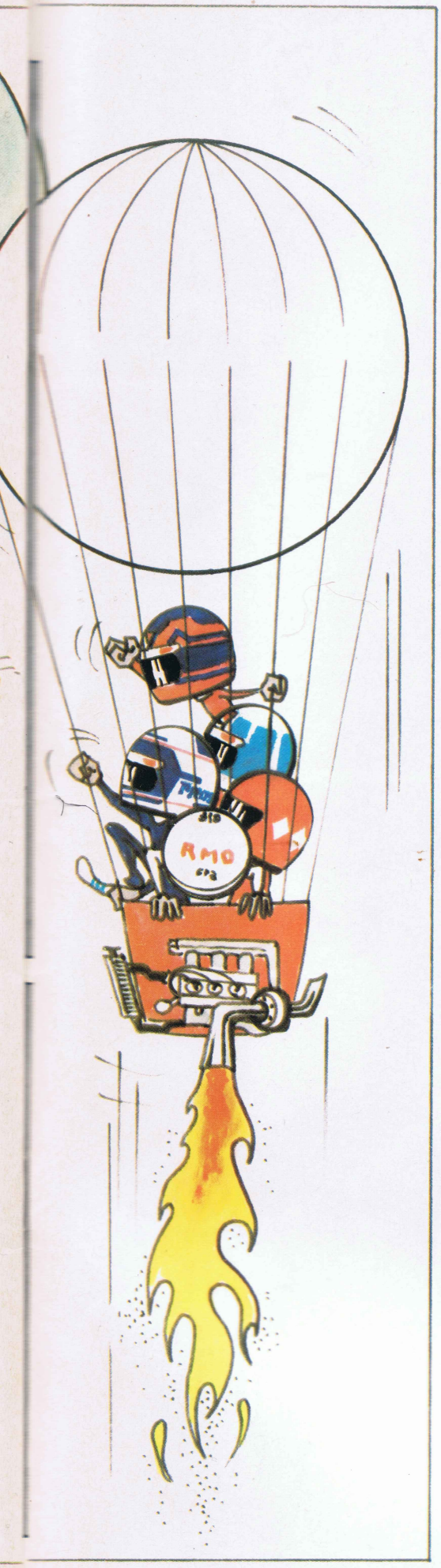
In the present situation—the main lines of which have been drawn on the accompanying pages—the world outside must understand what are the main lines of power within the family. These are many, and not all of them are clearly visible, for while it is true that he who pays the piper calls the tune, it is equally true that economics alone do not govern family bahaviour. If that were so, all children, however aberrant, would be obedient to papa: because Papa pays the bills.

In the first place, who really pays the bills? The sponsors? Yes, to the extent that they have a public to whom they can sell their wares. The public? Yes, to the extent that their interest gives the sport life. Television and the media? yes, to the extent that motor sport is still part of leisure and still attracts attention. The circuit owners? Yes, to the extent that a sport without a public and without a venue, without atmosphere and without colour, is no longer a real sport. The constructors? Yes, to the extent that television might enable them to be independent of their sponsors, or to the extent that as major manufacturers (i.e. Renault and Alfa Romeo directly, or Lotus, or Ferrari through Fiat) their sporting programme is integrated with their saloon cars. The suppliers, spark plugs, etc? Yes, to the extent that they have to reach a wide public and motor sport gives them this possibility.

What the present crisis shows—as have the interminable quarrels of the past two years—is that like all families, motor sport is a series of interdependences. None can live entirely on its own, none can seek his own advantage at the expense of all others. The question then is, is this the case? Is that what FOCA is seeking? Is that what FISA wants? Is that the aim of Ferrari and Renault and the other 'legitimists'?

Let us consider just one of the elements in this complex of financial and political interest—for, as Marx well understood and so has every political thinker since Hobbes, power and money go together. Let us take the sponsors, and, in so doing, let us realize that sponsors, too, are not a monolith. There are sponsors and sponsors. There are the big boys, like Marlboro and Elf, whose interest are industry-wide and international. There are backers of single teams who are also major industries themselves, such as Parmalat with Brabham. And then there are smaller, individual, sponsors such as Ragnol for Arrows and dozens of others. For all sponsors, the Imola crisis has been a grave embarassment. Elf, who had just bought the Mach chain in Italy, had invited 1600 dealers to Imola: to see what?





Ragno had bought great chunks of grandstand seats, it had spent millions of lire on promotion for a grand prix on its home ground: with what result, when its own car was not running?

Not surprisingly, there were moves afoot to make a joint sponsor declaration threatening FOCA, FISA and everyone else that if they did not get their act together, the sponsors would have to rethink their participation in the sport. Well, noises were made in that direction. Cautious noises. But can the sponsors really do much? In most cases, their involvment is so total, and so committed, contractually and financially, that there is little they can do beyond making the expected noise of disappointment. Of necessity, they must lean towards that which gives them life: the public and, above all, television and the media.That is mere pragmatism. The sponsors at least recognize the interdependence of the family.

Consider, then, the situation of the 'sporting power', as FISA calls itself and which it undoubtedly either is, or ought to be. It is run (controlled? ruled?) by Jean-Marie Balestre, who at least has one virtue, that he is unequivocal in his own mind as to who is papa in this family. But where was Papa during this crisis? He wasn't at Imola, and his extraordinary (and intemperate) press release attacking the 'legitimists' made no mention whatever of Imola or of the grand prix which was taking place there. Why not? Well, because his eyes are on Casablanca this Wednesday and Thursday when his new programme for F1 is to be put to the vote and his own future is at stake.

On Saturday, as the sun briefly emerged to warm up this Grand Prix, Jackie Stewart was asked what he would do if he were given absolute power over the sport (which is presumably what Balestre thinks he has). Jackie was unequivocal. First, he said, he would move the governing body of F1 to a neutral country where political interests could not overrule sporting: Switzerland, Austria, for instance. Second, he would take F1 right out of FISA. Said Jackie, let the FIA and FISA occupy itself with karting, the other formulae, with rallies, but this is no longer just a sport and it cannot be administered by those who do not understand *all* the interests involved, engineering, drivers, politics, television, finance, sponsors, etc. Third, let there be a super-administrator, of absolute independance and integrity, be appointed whose word, in the last resort, would be law and accented by all. His suggestion? Henry Kissinger. Presumably for a large salary and not a a bit of *joie de vivre*.

The truth is that the sporting power, because it has been erratic in its handling of the successive crises that have shaken the sport (though firm in the main lines of its arguments, which always remain the same—that is, that papa knows best), has forfeited the respect of much of the family. And while it is true that the remote cousins from Greece or the Ivory Coast or the USSR—hardly centres of the sport—will sustain, maintain and back Balestre as Papa whatever the cost, the more grown-up children may feel they have cause to protest.

Consider then the position of the so-called 'English' rebels of FOCA. Riddled by sibling rivalry, each acting on his own under the careful guidance (and political and financial pressure) of its own rival Papa, Bernard Ecclestone and father confessor Max Mosley, it hardly emerges from Imola covered with glory. Again, it is a matter not so much of what it has done as *how* it has done it and how the world has seen it done. Assuming that FOCA has a case to protest the decision of Papa Balestre's FIA Court of Appeal—and one must suspect that in legal terms it has a good case against the FIA—was precipitating this crisis, at this time and in this court, the proper course of action? Were there alternatives? Were all those alternatives explored? Was their *general* family interest best served by getting up from table and saying nyah-nyah, we're not going to eat from the same dish as our wicked turbo brothers?

And what about the rebellious younger generation, the drivers? What about Derek Daly, with finally an opportunity to drive in a first-class car? And Keke Rosberg, eager to compete? Or Niki Lauda, fresh off his splendid race at Long Beach? Or Nelson Piquet, the reigning champion, who will now see Prost in all likelihood pick up more valuable points? Have either Papa Balestre or Papa Ecclestone—or for that matter Uncle Enzo or Uncle Renault—considered *their* interest in the family?

Supposing that we set aside, for the moment, any consideration of whether the question of weight—introduced to slow the cars and make them putatively safer—helps turbos or penalizes the aspirated cars of FOCA. Both sides must surely—and almost certainly do—recognize that someone, or some body, must set rules and limits. Once again, are we not faced with a question of the *manner* of doing things rather than the substance? Is not FOCA's protest that the Appeals Court acted *in the wrong way* rather than being, *per se*, wrong? And do not the legitimists argue that FOCA's water-tanks are against the *spirit* of the rules and against the *spirit* of the sport? For no one can ever write a rule such that it cannot be circumvented. Were that so, smart lawyers would be on the dole queue.

As I have said, it is not the business of the press to tell the family what to do. It is our task, however, to explain to the world what the family does and why it does so. In the present instance, it is clear that all are acting against the general interest. It is clear to all that this is so—and especially to the world at large. It is much less clear that Casablanca, or the law courts, are the proper venues for family quarrels. Or that either can resolve differences within the family which derive from selfish interests. As in all matters, there is also a time for wisdom and magnaminity. That time is now. And that statement is not an editorial opinion; it is a clear and incontrovertible *fact*. □

RIGHT OR MIGHT?

There are those that came to race and those that stayed home. We get the "legalists" views on the recent decisions that brought F1 to the edge of a precipice.

By Jeff Hutchinson.

We are just happy that there is a race counting for the World Championship. If there had been less than 13 cars, the organisers could have cancelled it.''

As it was, there were finally 14 cars assembled for the San Marino Grand Prix. *''We are not happy to go racing under these circumstances, but at least in Italy with Ferrari and Alfa Romeo against the Renaults, the situation is not as bad as it might have been'',* said Renault's team manager, Jean Sage.

Surprisingly, despite the rows of empty garages and the unfamiliar long periods of silence in the pits and out on the track, it was not hard to imagine that this was just another Grand Prix, for the stands and the rolling Imola hillsides were still packed with the usual hoards of attentive Italians, cheering at every passing of the Ferraris, as if nothing else mattered. To them, it probably didn't !

However, behind the pits, in the usually cramped paddock, it was another story. Hardly anybody spoke of what was happening a few yards away out on the track. Conversation was all about what was happening at the entrance to the Mt. Blanc tunnel, where the McLaren and Avon tyre trucks sat waiting; what was happening in London, in Paris or what was going to happen in Casablanca at the forthcoming FISA meeting?

This was just another race — a half a one at that, but now the entire future of Grand Prix racing is on the line, and that became far more important.

Everybody had their own ideas on how to save F1. The question is, can it be saved now that things have gone this far ? As for this year's Championship, that is almost certainly beyond saving, short of a rapid solution to all the problems being found and wiping the points score sheet clean again after Imola. How can things have gone this far ? That is a question which can fill this magazine ten times over and still not be answered fully, but certainly the decision by the majority of FOCA teams not to attend this race has accelerated the rot which has been growing for the past several years, watered by the ever increasing amounts of money being rained on the sport.

That rot might have been cut out in the early stages had the ''treatment'' administered by FISA been swift enough and correctly administered. But the final cure, which might have come with the Concorde Agreement 13 months ago, has seemingly failed and either amputation or a change of doctor with a radical new treatment seems to be all that can save what remains of the current Grand Prix racing.

The latest and most dangerous crisis has been provoked by an ''overdose'' of administration by the FISA, when the tribunal judging the appeal of both Ferrari and Renault protests over the minimum weight limit of cars weighed after the Brazilian Grand Prix was upheld. Both Nelson Piquet and Keke Rosberg were disqualified from the results, with subsequent loss of points. To this result was also added a ruling that, in future, no liquids may be added to a car after it crosses the finishing line. Thus it must start and finish the race at or above the minimum 580 kilos weight limit clearly laid down in the regulations.

Up to now, teams have often added oil and water to bring their cars up to weight. But there is nowhere in the rules that it is written that you are allowed to do this. It just says that the cars must be weighed in *normal running condition* and, up to now, it has been a courtesy to allow teams to top up the vital fluids. It would be unjust to have cars disqualified for a few kilos, which might well have been used in the race, and makes very little difference to the result.

« Now that certain cars are being built so much under the weight limit, this courtesy is being abused by teams adding so much oil and water that the car can no longer be considered to be in normal running condition before or after the race. Before the race, because the teams checked in Rio added so much oil in the engine and gearbox that it would be impossible for them to run in that condition and, after, because had they really used that amount of oil, they could not have possibly finished the race, » says Sage.

« Our protest in Brazil was simply to cla-

Enzo Ferrari joined Grand Prix racing's major engine constructors, with the exception of Cosworth, at a special meeting at Imola to discuss their future in the sport.

Jean Sage (Renault) and Marco Piccinini (Ferrari) are the leading figures in the 'legalists' side of the argument.

rify this situation for future races. We feel genuinely sorry for Piquet and Rosberg that they lost their points. We did not want that, but you always ask for more than you want in the hope that you will get a decision a little less. I really hope that Ferrari do not continue with their similar appeal over the Long Beach race where they protested against McLaren and Williams».

The FOCA argument is that they are perfectly within the rules to add oil and water because they have been doing so in the past and there is nothing to say that they cannot. Therefore, it cannot be wrong. *''But if that's the case, then it does not say that you cannot mount a machine gun on the front of every car and shoot the competition, but if we did, you would expect the rules to be clarified to stop that too''*, argues Sage.

Torn between loosing his much needed Italian sponsors Candy and Ceramica Imola by not attending this race, and his allegiance to FOCA, Ken Tyrrell's team was one of only two FOCA teams, along with ATS, who finally decided to race in Imola, but he cannot be wavered from the FOCA line. *''if Renaults were to lose a rear wing or wheel just before the finish line, but took the chequered flag and won the race, they would also be under weight''*, argued Tyrrell who, as a Cosworth-powered team, is among those with the most to lose by the enforcement of the 580 kilo limit. Before this, the ill-defined rules had allowed the minimum weight to be open to interpretation, and he admits that happened to work out very conveniently in maintaining Cosworth competitivity against the more powerful turbo engines.

''Yes, that's true'', replies Sage to this argument, *''but three wheels or no rear wing is hardly a definition of normal running condition, when compared to the amount of oil in a car''.*

Ferrari's Marco Picinini would, as usual, not be drawn into any comments about the situation, possibilities of a law suit by FOCA against the tribunal findings, or whether or not Ferrari intended to continue with their appeal for Long Beach. *''This week I worry about the race in Imola, next week I have time to think about law''*, he said, although he soon had to start thinking about it again when Ken Tyrrell decided to add more fuel to the fire with a protest against both Renault and Ferrari, claiming that their turbochargers were in fact a second engine in the form of a turbine. Needless to say, the protest was denied by the stewards of the meeting and no doubt Tyrrell intends to appeal the decision.

''If he protests that, then I shall protest the Cosworth water pump,'' says Sage, half joking. If nothing else it shows how the rules, no matter how well thought out before, are always open to ridiculous interpretations, some more ridiculous than others.

Perhaps somebody should think about getting Jackie Stewart in to help sort out the mess, for the sensible and universally respected Scot had his own comments on the situation which everybody would be well advised to listen to.

''The regulations need to be completely re-written into clear and well-defined rules as soon as possible before the sport is permanently damaged both financially and politically. The parties need to demonstrate a responsible image and all this shouting can do nothing to help that. Turbocharged and normally aspirated engines are both necessary to the sport and a carefully worked out formula must be drawn up to keep both. Cornering speeds of the cars are too high and should be reduced with a complete package of changes, not just skirts and tyre restrictions. You cannot keep expecting circuits to keep changing their safety requirements every six months to keep up with the changes, it's too expensive for them to do so .

''The cars themselves are not worth much money. Teams build as many as ten a year, it's the research and development which costs the money and these changes could be made within a year. Unless something is done now, it will be hard to bring about new investment into a business like motor racing where the foundations are not secure,'' he told journalists in the pit lane.

His statements came a few minutes before we received another of the absent Jean-Marie Balestre's legendary press statements provoked by the meeting of engine manufacturers including Renault, Alfa Romeo, Ferrari, Hart, BMW and Porsche, who had simply expressed their concern over possible changes in the Concorde stability rule which could seriously damage their considerable financial investments and possibly affect their involvement in all branches of the sport. Balestre accused them of deliberately trying to undermine his Casablanca proposals, made he says in the name of safety for the drivers and for which he claimed 80 percent support of all the drivers and total support of all the circuits. It was certainly news to the drivers and the circuit owners present at Imola, as was the recent statement which Balestre put out claiming the agreement of the tyre manufacturers to reduce tyre widths to 14 inches. *''All I agreed to do was talk about it on April 20th, but the meeting was cancelled and, speaking for Michelin, a change to 14 inches would mean that all our tyre development to date could be thrown in the dustbin. If the rules are changed, we are obliged to build tyres to those regulations, but we would certainly not be happy about doing it,''* said Michelin's Pierre Dupasquier.

''Many of the things he has written are just not true, how can we have a future based on lies?'' says Sage who, like everybody else, is awaiting new surprises no doubt in store for him after Casablanca.

Perhaps it was interesting to note that there was not a single mention of the weekend's absence by FOCA in Balestre's statement...

Yes, dear reader, read the heavy dose of politics in this issue and rest assured that we are as confused and fed up with them as you are.

FOCA'S INCREDIBLE BATTLE PLAN

While 15 "legalists" practised at Imola, and some of them raced, the absent FOCA entrants put the finishing touches to a remarkable plan. First, they propose to overturn the decision of the FIA Appeals Tribunal which ruled out their weight-saving water tanks. Next, they expect to have the San Marino GP declared invalid for the 1982 world championship. Third, they hope to be racing in 1983 (maybe sooner) in a new world championship from which turbocharged cars are effectively banned by tougher, more restrictive rules. And these proposals have the support of no less than FISA's President, Jean-Marie Balestre...

by Mike Doodson

FOCA's decision not to go to Imola was taken on Wednesday afternoon before the San Marino GP. Most of the British teams had instructed their transporter drivers to gather at a service area near the French/Italian border. When the instructions came, they were to turn back.

Frank Williams, on the phone, was even more precise and decisive than usual. *"Bernie will probably kill me for telling you this, but it was quite a meeting. At the beginning we all swore loyalty to each other in blood, we spoke unemotionally. Basically there were two alternative plans. The first was to have gone to Imola and argued our case, as we did last year. The second was not to go at all."*

The discussion must have been long and tense, for the meeting lasted four hours in a hotel near London airport. Eventually it was the faction led by FOCA's legal adviser Max Mosley which carried the day. Mosley persuaded them that one major explosion would do their cause far more good—and achieve positive results far more quickly—than the inevitable series of minor disputes which would have been left if the teams had gone to Imola.

For McLaren International's joint Managing Directors, the decision was particularly difficult. Ron Dennis, it was said, wanted to race; Teddy Mayer backed the FOCA "hard line." As Mayer conceded later, *"we came under a lot of pressure from our sponsors. But we* had *to support FOCA, and in the end we did exactly that."*

For Ken Tyrrell, the decision was even more agonising. After running for months without a major sponsor, he had negotiated a three-race deal with Candy domestic appliances (his old sponsor, which has just said "farewell" to Toleman) and with Ceramica Imola, Michele Alboreto's long-term sponsor. According to Williams, Uncle Ken tried to evade boycotting the race by saying that he would take his cars and practise, but would only agree to race if he could get a guarantee that the rules would be applied as they were before the decision of the Appeals Tribunal, *ie* if he were permitted to top up the water bottles on his cars before the post-race weigh-in.

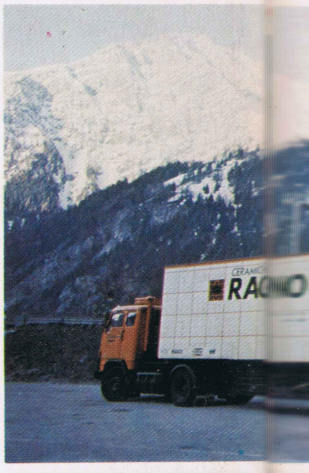
"In the end, you couldn't help but have sympathy for Ken," said Frank. *"Most of us at the meeting knew that if he didn't go to Italy to collect the cash, then he'd probably have been out of business next week..."*

For some reason, the FOCA men regarded it as essential to keep secret the news of their decision not to race until the next morning, Thursday. Did they fear some sort of legal action against their cars in France? Was it because Ecclestone needed time to "persuade" certain teams which had wavered under sponsor pressure (notably Arrows and Ensign), with arguments which would carry a little more muscle than those which had been discussed on Wednesday?

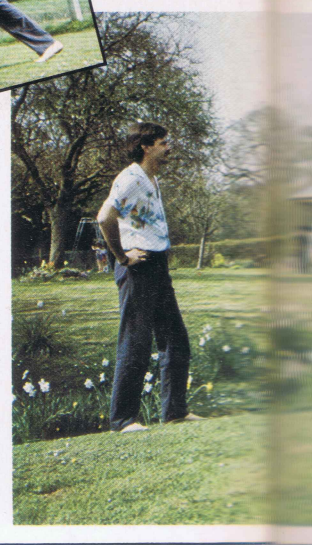
FOCA's press release on Thurday morning was cool and (above all) logical. *"The FIA Appeal Tribunal has sought to change the Formula 1 rules in a way which renders all our cars ineligible for Grand Prix rancing,"* they said: *"the decision contravenes both the Concorde Agreement and the FIA statutes.*

"Clause 9 of this agreement," the release went on, *"states that the rules cannot be changed without lengthy periods of notice. The FIA statutes, also, do not permit its Tribunal to change the rules."*

Since FOCA handles all the financial arrangements with Imola, not to mention the TV rights, it was essential to contact the circuit manager, Roberto Nosetto. He was given two alternatives: either to disregard the Appeals Tribunal decision (and permit "topping up" before scrutineering) or to postpone his race until July 3. Since the first choice would have involved his race being declared invalid for the championship, and since large crowds were happily gathering



Hesitation at the French-Italian border, which was as close as most of the British-based teams ever got to Imola (photos: International Press Agency, DPPI)



Meanwhile... Brabham designer Gordon Murray enjoys a Spring day among the flowers of his Surrey garden (photos: Mike Doodson)

anyway to watch the Ferraris and Alfas which were already safely in the paddock, Nosetto's reply was probably short and sharp.

For Guy Ligier, whose team has recently returned to the FOCA fold, the official "excuse" was not good enough. In Vichy he issued a statement of his own: *"we have withdrawn from the San Marino GP because we need the time to have our new car, the JS19, ready for the Belgian GP at Zolder."*

Early on Thursday morning, a number of people gathered at London's Gatwick airport to catch their FOCA-chartered flight to Bologna. They were the few who had not been warned by phone the previous afternoon that the flight had been cancelled. Ironically, they included a couple of representatives from IRTS, the company which sells and services Avon racing tyres. IRTS is partly owned by Mr Bernard Ecclestone.

IN the immaculate West End apartment which serves as Max Mosley's London office, all was quiet on Friday afternoon. Mosley, who is rarely permitted to speak "on record," was preparing for a TV interview later that evening. A series of questions on the legal aspect of the FOCA boycott demonstrated that Mosley is confident of long term success.

No, he said, the FOCA teams were entitled to stay away from Imola while the Italians insisted on applying the "no topping up" rule, regarded by FOCA as a new (and therefore inapplicable) technical regulation. No, the 20,000 dollar fine which may be levied for each car that stays away from a GP is not payable, he said, because FISA would, if necessary, declare "force majeure".

On the TV show, later that evening, a bold young interviewer zapped Mosley with some non-legal questions to which the red-headed lawyer could not resist responding in typically abrasive style. He picked Renault as his target, without naming the Régie, although the implication was unmistakeable...

"Everything worked perfectly well in Grand Prix racing until Formula 1 became very successful and had an enormous television audience," he said. *"It has more TV viewers than any sport except football and the Olympics. Large multinational car manufacturers have now come in, wanting to publicise their products. And (without being too unkind), they are prepared to do* anything *to win. "But they haven't so far succeeded. It's very annoying if you're a large multinational company, with an unlimited budget, and you get beaten every year by people like Brabham and Williams..."*

Earlier in the day, Mosley had told me that FOCA, with the support of Jean-Marie Balestre, seriously intended to get the Appeals Tribunal decision overturned and the Imola race declared non-championship. Hints of a new world championship, already alluded to in the statement of the "Grandee" constructors at Imola, seemed scarcely believable until Mosley's remarks on TV. Plainly, though, he is prepared to do anything to undermine both Renault and Fiat/Ferrari, for here he was saying exactly that on national TV.

Together with the overthrowing of the Paris Appeal decision, the new world championship will be on the agenda at the FIA's Casablanca conference (taking place after this issue of GPI went to press). It remains to be seen whether Balestre and Ecclestone together can swing the issue. On their past joint record, there is no reason why not...

So just how serious a threat does the turbo engine pose to the financial security of the British and French non-turbo teams? To find out, I visited one of the sport's most popular personalities, Brabham engineer Gordon Murray. With his trendy clothes, stubbly chin and good tastes in music and wine. Murray is no team owner's "Yes man." And while the handful of so-called legalists hammered around Imola on Sunday afternoon, Gordon was gratefully taking the weekend off to enjoy the company of his family and some friends at his lovely house in leafy Surrey.

He broke off to talk to me about the BMW turbo engine which Brabham is currently testing, one of which should have been in the back of Nelson Piquet's BT50 at Imola. *"There is no doubt that the turbo will ultimately be more expensive than the normally aspirated engine. But the greatest expense derives from the unreliability of the turbo"* he said, a fact which was being dramatically proved even as we spoke by the two Renaults at Imola.

Murray admitted that the use of water-cooled brakes amounted to a loophole in the undeniably imperfect F1 rules. *"It's less of a disadvantage to use just air to cool the brakes,"* he said, *"but it would be crazy not to take advantage of the rules when you can. We're still learning about them. We got it wrong at Long Beach, you may remember, and we paid the price when Nelson crashed after his front brakes faded".*

Any suggestion that a lighter car is a less safe car is denied by Murray. *"We have very good safety rules at the moment, put forward incidentally by FOCA. They specify the type of material to use, its dimensions, even its shape. You can't cheat on safety".*

So what recommendations does Murray have in order to reduce cornering speeds and the spine-killingly hard suspension of the present generation of F1 cars? *"Very simple,"* he says. *"Without taking into account engine power"* (that subject again!), *"we need to reduce the amount of downforce, which can be easily achieved by reducing the amount of coachwork we can use to generate ground effects. Second, an increase in the length of the flexible skirt would make it possible to have more suspension movement. And, third, a reduction in tyre size would produce less cornering speed and also more suspension movement".*

No doubt there are some of the less disagreeable proposals which will be made at Casablanca's FIA conference. Watch this space to find out who won...

LAUDA: "SAVE THE SPORT"

DIFFICULT as it might have been, Niki Lauda was one of the few who kept a cool head and logical thinking over the chaotic Imola Grand-Prix weekend. Already extremely worried about the disquaifiation of Piquet and Rosberg (*"I might easily be the next if they take away the Long Beach win from me"*), Niki had even more concern about the future of Formula One when McLaren informed him about the London boycott decision taken on Wednesday. *"So no FOCA cars in Imola. Maybe no turbo cars in Zolder. And then in Monte Carlo maybe no cars at all"*, Niki said thoughtfully.

Even so, he flew to Imola Thursday night, *"because you never know what happens. Maybe one or two more teams change their minds, and suddenly the whole thing looks different. Better to be on the spot just in case... even if the cars arrive at the very last moment."* The McLaren transporter was waiting at the Mont-Blanc tunnel, some five hours away, spotted by the Michelin people. *"My mechanics were warming up my McLaren, going back and forwards through the tunnel at full speed all the time"*, Niki joked.

His chance to compete in Imola was almost down to zero. McLaren had offered to race if Ferrari and Renault agreed on two points: Firstly, Ferrari withdraws the Long Beach protest. Secondly, both Ferrari and Renault agree to leave the weight limit affair more or less as it is now. This point, of course, was never agreed, but point one was. Marlboro's racing manager John Hogan apparently had asked Renault's Jean Sage over the phone to deal with Ferrari, which he did, and right after the three hours meeting of the turbo-giants Ferrari, Renault, Alfa, Hart, BMW and Porsche, Sage told me: *"Ferrari has agreed to withdraw the protest"* — maybe. Perhaps the next step for a future comeback of the super combination Lauda/Ferrari in '83, after the Commendatore had greeted, embraced and kissed Niki enthusiastically during the test days in the "Autodromo Dino Ferrari" the week before?

The Commendatore's mind had changed. When asked about the top racing drivers of all times he did not mention Niki's name a few years ago. He was quoted in Italy saying: *"Lauda I don't want to remember."* However, after Niki's comeback decision, the Commendatore remarked, *"I admire his courage"*, and after the Long Beach win, he added, *"I'd always thought Niki could have become the most successfull driver of all times if he would have stayed with Ferrari. Now I admit, he could manage that even without us."* Niki was *"very much impressed by Enzo Ferrari's good health and the nice, if short talk we had after almost five years"*, but apparently Ferrari did not ask: *"Would you like to come back?"* But apparently Luca Montezemolo did ask. Niki's official quote: *"I'm open in every direction, nothing is impossible, you should never say no. But I don't waste time now thinking about '83, I'll do that when the time comes, in August or September."*

Needless to say, Lauda already knows everything about the new Ferrari turbo engine, already producing power at 6000 revs/min, beating the opposition by 100 horsepower. And to come is a practice turbo giving 50 extra h.p. which lasts five to seven laps — enough for pole.

So when Niki arrived the Novotel in Bologna-Est late Thursday evening, I told him: *"Ferrari withdraws the protest."* His reaction: *"If Ferrari says so, that's sufficient for me, I trust him. But McLaren will want to have that in writing — because you never know what might happen in Casablanca."* But immediately he went to the phone, to England and to Lausanne, looked for Sage and found Larrousse. At midnight, he summed up his situation; *"I am 100 percent behind the McLaren decision, because they gave me full support in the Kyalami affair. I am for McLaren, but not for FOCA — whether it's possible to separate that, I have my doubts."*

Should he race? *"To keep my Long Beach victory could decide the championship. Balestre told FOCA: 'They'll return the Rio points to Piquet and Rosberg, and I remain the Long Beach winner.' Also, Teddy Mayer is a founder member of FOCA. And, finally, if the FOCA wins in Casablanca..."* Niki summed it up: *"So it's wiser not to race."* But still, he tried as much as he could on Friday to motivate McLaren. Phone call after phone call, then the final "no". *"It would have been too late anyway..."*

So Niki flew home Friday afternoon, but came back to Imola on Sunday morning, to do live commentary for the Italian television. His personal view about the whole situation was still the same: *"I think it all comes down to four mistakes. First: We — the English teams with the non-turbo-cars—have stretched the regulations too much with the watertanks. That went too far and something had to happen. Second: an even worse mistake, the wrong Paris decision to disqualify Piquet and Rosberg. Absolutely stupid, 22 other cars also used the watertanks. So they should have worried about everybody, not only two of them."* But what should they have done better? *"The logical decision would have been to ban watertanks from Imola onwards and put ballast in the cars. But instead, it all led to the third wrong decision; to withdraw from the Imola GP, and thus bring a GP in extreme danger. That would have been easy to avoid; even if FISA is not clever enough to change the regulations, the English could have said: let's take away the watertanks, let's make a fresh start. But fourth, and most dangerous of all; the FIA executive meeting in Casablanca where Balestre will try to change the rules. For the British, against the turbos? Or for the turbos, against the British?"*

And that, Niki finds, is the wrong thinking. *"The only solution that can be found now: a regulation that's fair to everybody. But that's impossible to do by sitting round a table with everybody. The decision can only be taken by some one who listens to everybody, listens to all the interested groups, thinks about them, works them out and then makes the big decision. That can only be done by someone who is outside, without his own team — which should be Balestre, but I'm afraid he is completely on FOCA's side and will decide against the turbos. I know he represents the interests of Bernie. But we also have a sport, so first, the interest of pure sport has to be represented — only then private interests."*

Of course, the whole situation is very much confused, *"because there is nobody who makes logical and right decisions. That's the main problem. And everybody concerned should be extremely carefully when it comes to making a decision."* Is there a right one? *"Yes, that the turbos are allowed to live on. They have some advantage at the moment, yes, because of their stronger engines, but the present regulations exist for years and the turbo engineers have fully used it. You cannot switch off the turbos now — like you switch off the light in your room."*

Niki's appeal: *"The sport should remain sport, and everybody should think about that in the first instance. Only then, personal interests. But at the moment everybody is fighting against everybody and they forget; that way, they ruin the whole sport."*

by H. Prüller

ALFA ROMEO

182/1: Bruno Giacomelli (I)
182/4: Andrea de Cesaris I)
182/3: T-car

De Cesaris had a new chassis to replace 182/2, totally destroyed when he went into the wall at Long Beach, and the car in which Giacomelli punted Arnoux there, repaired, became the T-car. Gerard Ducarouge lost many hours in repair work and was not able to do development work as fast as he has wished. The pontoon supports, which were somewhat weak, were reinforced and the cars carried 40 kilos of ballast to make the regulation 580 kilos for the strict Italian scrutineers. The extra weight for which the cars were not designed posed serious problems in trying to find how to dispose the ballast, and the cars were not as fast as expected. They improved their times very considerably, however, in the second qualifying session. A 179 chassis with a turbo engine equipped with Spica injection was tested by Giorgio Francia on the Monza circuit on the eve of the first practice sessions at Imola. It ran very much faster than the lap record, being timed at an excellent 1'35"8 before an oil pipe broke, starting a small fire.

ATS

HGS: Manfred Winkelhock (Ger)
HGS1/04: Eliseo Salazar (Chile)
HGS/1/01: T-car

Gunther Schmid's team, still lacking an experienced engineer, has lost a lot of time in repairs. Chassis 1 and 3, damaged in accidents in Brazil and Long Beach, have been partially rebuilt. The car given to Salazar was, in contrast, completely new. Very handicapped on the first day of practice by the departure of the Avon tyre truck, which abandoned Imola when the FOCA boycott was made official, the German team had in all just three old sets from Long Beach, of a compound in no way suitable for this very abrasive circuit. Winkelhock and Salazar succeeded in obtaining Pirellis for the second day but they could only use them on the rears, as different dimensions made it impossible to mount the front tyres. Driving economically and doing few laps, the ATS cars, which had developped violent oversteer because of this strange mixture of tyres, simply wanted to get places in the back rows. Sets of 15 inch rims suited to the Pirelli fronts were flown from England on Saturday so the drivers could race in more satisfactory conditions.

SEFAC FERRARI

126C2/058: Gilles Villeneuve (CDN)
126C2/059: Didier Pironi (F)
126C2/057: T-car
126C2/056: T-car

Pironi had a major accident in the first timed session, plunging violently off the road in the descent to Acque Minerale because of a rear suspension failure or a burst tyre. His badly damaged car, which was entirely new, was sent back to the factory.
Didier took over the T-car Saturday and it was replaced by 058 which arrived at the circuit Friday night. The Ferrari 126C2 had a new rear suspension, British fire extinguishers instead of the Ferrari extinguishers, and internal bodywork profiles reworked, notably towards the rear. Villeneuve and Pironi unsuccessfully tried a new rear wing Friday, featuring an integral secondary wing in front of the usual extra wing. Aimed at reducing drag, it proved no improvement and was abandoned Saturday in favor of the old three-piece wing. Splitting the Renaults after the first timed session despite Pironi's accident and two right-rear punctures for Gilles *("I can't explain this mystery, I'm not going up on the kerbs more than usual")*, the Ferraris were less successful than their rivals in the second session. They were both on the second row, only Villeneuve having improved his time. Pironi could do nothing to improve because of an off-song engine.

OSELLA

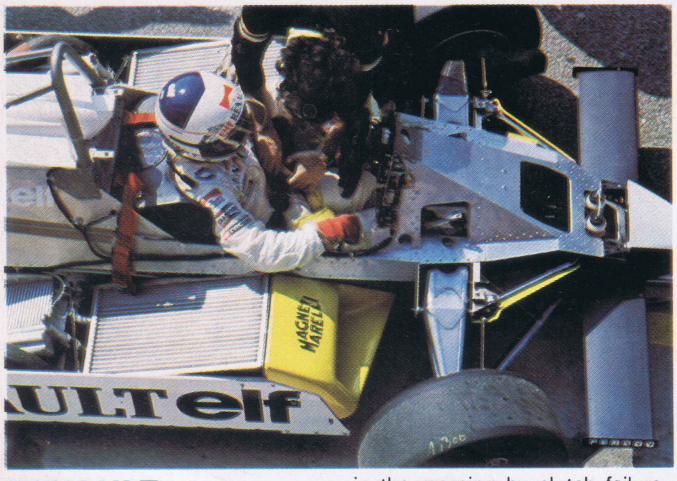
FA1C/3: Jean-Pierre Jarier (F)
FA1C/2: Riccardo Paletti (I)
FA1C/1: T-car

The chassis damaged by Jarier in private testing the week before the Grand Prix at Imola was repaired in time. The Italian cars have hardly been altered since Long Beach, only getting reinforced pontoon supports in order to minimise vibrations. A new chassis designed by Frenchman Herve Guilpin should appear at Zolder. It will be considerably different to the current FA1C, stress having being laid on rigidity and general lightening. The costs of construction will increase with the quality because each new chassis will represent an investment of about 25 million lira, compared to 8 to 12 million lira for the current cars—about £12,000 compared to between £4,000 and £6,000 currently, or double that in dollars.

TOLEMAN

TG181/07: Derek Warwick (GB)
TG181/06: Teo Fabi (I)

Fabi's car had been strengthened by riveting panels at the level of the cockpit sides, and lightened elsewhere, thus keeping the same weight as at Long Beach. Warwick's car was equipped for the first time with the revised lower bodywork design which Fabi inaugurated at Long Beach.
Fabi had his Hart turbo break Friday morning and was only able to do two laps in the timed session in Warwick's car. On Saturday, it was Warwick's turn for bad luck: *"My front suspension broke in the big right-hander before Tosa just as I was doing my fast one. I had 400 revs more than the best I had previously on that part of the circuit."*
Fabi had his rear suspension collapse, both incidents most probably being due to the very flexible construction of the new Pirellis which could not absorb the full suspension role which has been imposed on tyres in the current Formula 1.
The Tolemans took 10th and 12th places on the grid. Without a major sponsor following the transfer of Candy to Tyrrell, Ted Toleman put Cougar Marine, part of the Toleman Group, on the sides of his cars.

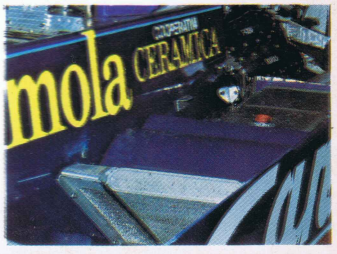


RENAULT

RE30B/8: Alain Prost (F)
RE30B/7: René Arnoux (F)
RE30B/5: T-car

Prost had a new chassis, and the Renaults are now on the minimum weight limit. The aileron supports in carbon fibre which proved fragile have been abandoned and the cars have a new type of brake with special ventilation. A crazed disc was responsible for Prosts "off" at Long Beach. The first day saw the Renault drivers set first and fourth times, but there were a spate of mechanical problems. Alain had turbo troubles and Rene, after having been stopped in the morning by clutch failure, blew his engine. Both then shared the T-car to set their best times. The mechanics had a late night changing the engines, and the two drivers rewarded them by considerably improving their times the next day. Arnoux, with a sensational 1'29"765, was the only driver under the barrier of 90 seconds for a lap, taking pole from his teammate.

TYRRELL

011/5: Michele Alboreto (I)
011/4: Brian Henton (HB)
01152: T-car

Abandoned at the end of 1980 in favor of Toleman, the Tyrrells reappeared in Candy colours and benefitted also from the support of the Imola ceramics cooperative. In these circumstances it was hard for Ken to obey the demands of FOCA and return to England. The second driver was Brian Henton: he drove an Arrows at the start of the season and has taken Slim Borgudd's place as the Swede has not settled his payments for his earlier races. Only average on Friday, Alboreto was a sensation Saturday, taking the inside of the third row. He had set the fifth fastest time, behind the all-powerful Renault and Ferrari turbos, with a few hundreths of a second over the Alfa Romeo, taking the title of "first of the atmospheric motors". Michele, who made his F1 debut on this circuit 12 months ago, had a nex chassis lightened by 3 kilos from the preceding Tyrrells—568 kilos against 571 for Henton's car and more than 570 kilos for the T-car. All three cars still had their water tanks. The three kilos on 01155 were saved mainly thanks to the use of new front brake mechanisms with a single caliper and piston, saving precisely 2.6 kilos. However, the bottom of the 011/5 monocoque was in alloy and no longer in carbon fibre. The Tyrrells, which used new rear wings at Imola, will have different underbody profiles in Zolder.